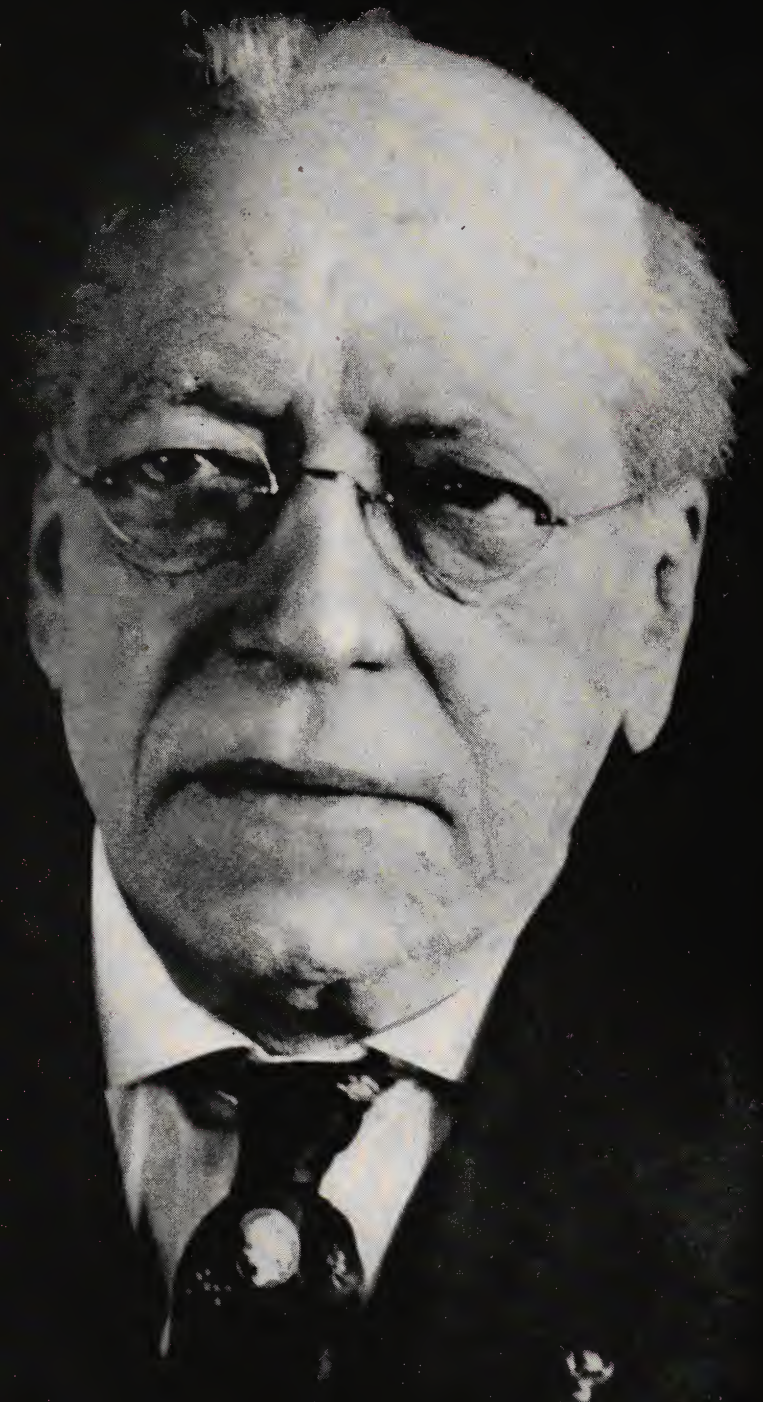


The
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OCTOBER 1948



**"Stand faithfully by our friends and elect them
Oppose our enemies and defeat them."**

Samuel Gompers



LABOR and the UNITED NATIONS

by David A. Morse
Director General
International Labor Organization



An exclusive message cabled to The International Teamster from I.L.O. Headquarters in Geneva, Switzerland, October 21, 1948 in recognition of United Nations Day.



Nothing less than peace, and peace based on social justice, is labor's stake in the United Nations. Much, if not all, of what labor has worked for so hard and long may be irretrievably lost if the world is plunged once more into war. In the international organizations associated with it lies the greatest hope for peace today.

The International Labor Organization, among these international organizations, is a recognized group whose job it is to deal with problems of labor throughout the world and see that on foundations of peace is built world order, based on social justice. Since 1919 it has been actively engaged in this work and has brought lasting benefits to millions of workers throughout the world. It is a source of strength and in it lies a suitable structure for building. In ILO alone, among all international organizations, labor and management participate on a basis of equality with governments.

Through the International Labor Organization, and through fullest support of the United Nations, your great Brotherhood can make a vitally important contribution towards the creation of an era of peace and plenty.

The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

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There is a wealth of philosophical advice for everyday success as well as Union progress in "Timely Remarks" by International President Daniel J. Tobin, beginning on page 3. . . . Changes in certain ICC rules are necessary for protection of Union working conditions, a Chicago meeting of Teamster officials contends. A report on the meeting is on page 9. . . . Formation of a Teamster National Warehouse Conference, described on page 14, is an important step toward strengthening Union jurisdiction. . . . The Santa Fe Trail, one of the most historic traffic arteries in the nation, is the subject of this month's article on national highways. Story is on page 26. . . . Teamsters in Washington State have hit upon a successful idea for sport and fun. Their annual Salmon Derby is described on page 29.

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Gompers' Policy Still Followed

General President Daniel J. Tobin was a great friend of the late Samuel Gompers and worked closely with him for many years. As treasurer of the American Federation of Labor from 1917-1928, Mr. Tobin was one of President Gompers' closest associates.

CONCLUDING the last paragraph of his autobiography, "Seventy Years of Life and Labor," Samuel Gompers wrote: "The work of the labor movement does not grow less, for it has its roots in vital needs. That gives it the same intrinsic power to interest that life holds and, to me, the two are inseparable. I hope to keep on with my work until I go out into the silence."

Last Hope Realized

This last-expressed hope of Gompers, president of the American Federation of Labor for 37 years, was realized. He died in 1924 while returning to Washington from Mexico City, whence he had gone after attending the AFL convention in El Paso, Tex.

Though he attained power and a unique prestige in the American labor movement, Gompers' personal tastes and habits remained simple. Years after leaving the cigarmakers' trade he observed, "I loved the touch of soft, velvety tobacco and gloried in the deft sureness with which I could make cigars grow in my fingers, never wasting a scrap of material."

He was born in London's teeming East Side, in a section called Spitalfields, in 1850, and at the age of six was sent to the Jewish Free School, in Bell Lane. "When I was 10 years and 3 months, I had to go to work. When I left school I stood third to the highest in my classes."

***'Reward Our Friends — Defeat Our Enemies'
Is the Policy Pioneering Federation Leader
Bequeathed to American Labor***

Gompers on Russia (27 Years Ago)

"In Soviet Russia the Bolsheviks are using many words with a new meaning. It has been shown how they sometimes employ the word 'democracy' to mean the reverse of what all civilized peoples and all the labor movements of the world have hitherto meant by the word. So also, after abolishing all the rights of labor and labor organizations and of cooperatives, the Bolsheviks, nevertheless, continue to apply the terms 'trade unions' and 'cooperatives' to the empty shells that remain."

At night school he was taught Hebrew, "not the mongrel language spoken and written by many Jews of the present age, but that honorable language that unlocked a literature of wonderful beauty and wisdom."

All his life Gompers liked music and the theater.

Attended Lectures

Soon after leaving school, he was indentured to a cigarmaker, at one shilling a week. In 1863, when Gompers was 13, the family sailed for America and for some years lived in a house in back of a New York brewery. He attended Cooper Union lectures. "Nothing humanly possible," he wrote, "ever kept me from attending those Saturday night lectures. I was fairly quivering in my intense desire to know. Mental hunger is just as painful as physical hunger." And later: "In the labor

meetings of the early '70s I found passionate feeling, idealism, but little practical aid."

Supported War Aims

Before the U. S. entry into World War I, he turned from pacifism to urge American support for Great Britain and France, though his hatred of war remained. At an address of a convention of the League to Enforce Peace, Washington, D. C., May 26, 1916, he said: "No class has more to lose and less to gain in war than the workers. No class renders such sacrificial service during war and bears such staggering burdens after war as does labor."

"America a Symbol"

In a war-time speech: "America is not merely a name. It is not merely a land. It is not merely a country, nor is it merely a sentiment. America is a symbol; it is an ideal. The hope of all the world can be expressed in the ideal—America."

On Marx: "Marx was not consistent in all his writings, but his influence contributed to emphasize the necessity for organization of wage-earners in trade unions and the development of economic power prior to efforts to establish labor government through political methods."

During his long period of leadership of the AFL, Gompers maintained a policy of firmness and moderation, steadfastly opposing the formation of a labor party but urging members of the organization to vote for candidates who were friends of labor. This became known as the "Reward Our Friends—Defeat Our Enemies" policy.

Timely Remarks

by DANIEL J. TOBIN

In accordance with the unanimous action of the General Executive Board, every member shall decide himself for whom he shall vote at the November elections. Local Unions may recommend a certain candidate, but it is not advisable to indorse candidates. Local Unions cannot penalize a member for his voting. Members, however, should not vote for Communist's candidates, as the International Union believes that Communists, or near Communists, are the greatest danger today to the legitimate labor movement of our country, and Communists are prohibited from holding membership in our International Union.

Kipling was entirely wrong when he wrote the words, "The East is East and the West is West and never the twain shall meet." That statement might be all right in India where Kipling spent a great many of his early years but it does not go in this country because there is no East and there is no West or North or South in the United States. We have one country and we proved that when some of our states in the South in 1861-62 seemed to believe that they should be allowed to go it alone. It was an expensive lesson for both North and South, but the Constitution of the United States, backed by its people, prevailed after the shedding of an enormous amount of human blood.

In a small way the American Federation of Labor and the International Brotherhood of Teamsters at their Executive Board meetings in Chicago demonstrated beyond the question of a doubt, that when our Seattle Joint Council was in trouble every member of the Executive Council and every member of the General Executive Board pledged his support to the Seattle Teamsters Joint Council. There was no East or West.

The International Executive Board unanimously empowered the General President to spend any moneys that he deemed advisable and necessary to be helpful in rendering help and encouragement to the Teamsters Joint Council in Seattle.

When anyone attacks the Teamsters, whether they be employers or others, they are not going to succeed if it can be prevented by any legitimate course but especially by unified action by the million members of our organization.

There is no East and there is no West in the International Brotherhood of Teamsters.

Any man can be deceived or double-crossed once, but he is a sucker or an idiot if he permits or allows himself to be double-crossed or betrayed the second time by some ingrate. President Tobin has this in mind all the time.

We again advise and order small publications weekly or monthly put out by our Joint Councils to confine their news to local conditions in their districts. This is necessary because we want no division of policy between our Joint Councils and the International Union. The International Executive Board maps out its policy. This has and always must be our procedure; any other system would cause serious misunderstandings and cannot be permitted and will not. Your local Teamster news sheets have plenty of material locally or in your states to fill up your papers. Give the news of progress or of the troubles of your local unions. Report conditions in the city or state political affairs, but keep off the National questions or policies. Above all keep out labor politics from your news or from your district conferences, else you will regret it as time goes on. This applies only to the national elections and does not apply if in the future the International Union takes a stand as it did in 1940 and 1944.

When a union becomes somewhat important and helpful to its membership, its enemies try every trick in the game to weaken its usefulness. The latest is to spread the idea that disunity and jealousy prevails. The great success of the Brotherhood of Teamsters can be somewhat attributed to the unity of its officials, both national and local. Where unity does not prevail, there is danger to the general membership. Of course, no one's opinions should be disregarded or suppressed—if expressed in an orderly, common sense, respectful manner,

but when the majority of an Executive Board or of a local union has spoken, the majority decision should prevail and the minority should support the majority decision. That's the law of this International Union, unless, of course, there is provision for an appeal. You make the laws in the Convention of your International Union. You swear us into carrying out those laws. We would be false to you if we failed. Therefore, read the International Constitution and carry out those laws, every one of them which you have made. Be fair with us whom you have unanimously chosen as your officers. Don't ask us or expect us to break our solemn and binding obligations.

The International Executive Board ordered charters issued to three or four more District Conferences. We are of the opinion that those District Conferences can do great good for the membership in the several states which they embrace in their jurisdiction, especially in long distance hauling. The charters were issued with the distinct understanding that they will confine themselves to the

problems of their craft in their territory and not interfere in any national policy which is the absolute work of the International Union. If they get into the International Policy, their charters can and will be withdrawn. **There can only be one and there will be only one International Union.** That's the law. Sometime in the future some over-self-important individual may get a swelled head (we say in the future). Some newcomer may believe his union is bigger than the Body that created it. Well, that was tried and failed more than once in the years past, and failed pitifully, and it will always fail, and the leaders of disunity came begging and crying to be taken back and be forgiven. They were taken back, but not forgiven because the sin of secession is only equaled by the traitor who betrays the nation that gave him, and his family, Freedom.

The split in the labor movement today is the cause of most of the anti-labor laws now crucifying labor. The men who caused the division will go down in history as the most treacherous scoundrels in labor's struggle for a better life for the toilers.

Lost—Glasses, Rose Colored

Spokesman for Big Business Must Now Eat Own Words—Which Are the Only Things Still Cheap

PRICES WERE pinching the purse in 1946. But, the working man had one reassurance: With controls, they couldn't go any higher.

Then, some important people began talking. They blamed high prices on OPA, talked about "competitive markets" and increased production. The working man listened with doubt, but the 80th Congress listened with interest. Finally, the Congress nipped away controls.

Sure, prices were high back in '46. Some choice cuts of meat were around 70 cents a pound. Here is what Wesley Hardenberg, president of the American Meat Institute, had to say about those prices:

"What is needed is for Congress to do away entirely with all OPA meat and livestock price regulations of every description so that con-

sumers again may get the kind of meat they want when they want it, at a fair competitive market."

Mr. Hardenberg spoke pretty words. But, they read a bit flat today, when the same cuts of meat which sold for 70 cents a pound under OPA cost \$1 and up.

The people also got a rosey picture of other OPA-less food shopping. John E. Jaeger, president of the National Association of Retail Grocers, said, "We (retail grocers) feel that the time has arrived when... actions must be taken... to prevent renewal of the price control act. Competition will benefit the consumer by making available ample food at reasonable prices."

Robert R. Wason, president of the National Association of Manufacturers, told how to solve the problem—just by killing OPA.

"If OPA is finally dead," promised Wason, "women... will now use the canned meats and other goods they have on their shelves to see them through any temporary period of price rises. If OPA is eliminated entirely, prices of automobiles may be expected to reach normal within six months, while rents might take at least a year."

Mr. Wason was talking in 1946.

While these business figures were holding rose-colored glasses before the eyes of the nation, labor spokesmen were urging the Congress to retain limited price controls to assure consumers protection.

But, Congress liked the rose-colored glasses.

You need only to go as far as the corner grocery store or your local automobile dealer to find proof of which group was right.

And, you can show the rose-tinted glass men you haven't been fooled by voting against their disciples in Congress November 2.

Report on Executive Board Meet

THE MEETING of the General Executive Board was called to order by General President Daniel J. Tobin on August 28, 1948, at 9:30 a. m., at the Stevens Hotel, Chicago.

A telegram was read from Vice President John P. McLaughlin advising the Board that he was home from the hospital recovering from a recent illness and stating his regrets of being unable to attend the Board meeting. A motion was duly made, seconded, and carried that the General Executive Board send a telegram to Vice President McLaughlin expressing the deep regret of the Board to learn of Vice President McLaughlin's illness which made it impossible for him to attend the Board meeting and hoping for his early recovery, with a wish that he be present at the next Board meeting.

It was reported that Vice President Michael J. Cashal was tied up in wage-scale controversies in New York, making it impossible for him to attend the Board meeting.

All other members of the Board were present.

Broad Action on Political Situation

At the convention of the International Brotherhood of Teamsters held in San Francisco in August, 1947, the General President referred to the fact that there was a national political election coming up in 1948 and that if it was deemed advisable the General Executive Board may call a conference of our representatives some time before the general election.

The General Executive Board in its meeting afterwards also discussed the matter, and it was again discussed at the last meeting and the following action was taken, that all of our people and their friends that can will go out in their own districts

Many Important Actions Feature Session in Chicago; Joint Council 28 Backed; Matters Involving Locals Reviewed

and endeavor to help elect the friends of labor, whether they be Democrats or Republicans. Especially should they support those who are running for the position of the United States Senate or Congress who voted for labor and against the Taft-Hartley law, and they should thoroughly watch and analyze their candidates and do what they can to defeat those who voted for the Taft-Hartley law.

You can collect your own moneys as individuals and contribute as individuals. You cannot expend the moneys of your local unions in campaigns, and from now on we expect our large membership to interest themselves in the leadership and advice of the officers of their local unions, and we again repeat and request you to put forth every effort to defeat those who supported and enacted into law that most vicious of all labor laws, the Taft-Hartley law.

This was the unanimous action of the General Executive Board. Therefore, there will not be any conference called in Washington or elsewhere by the International Executive Board or its General President.

Money to Go for Friends of Labor

From now on, you in your several districts must be on the job to defeat the enemies of labor or else those enemies will destroy you and your unions, Democrats or Republicans.

In the above unanimous decision it was brought out in the discussions that moneys collected from voluntary subscriptions of union men or

their friends should be expended by those appointed as a committee in the several districts in behalf of the friends of labor and that the selection and endorsement of the candidates also be left in the hands of the local unions or of the committee of voluntary workers who may be set up. The law requires that a receipt be given to anyone contributing and two copies of receipt be held by the committee. Copy must be sent, after the election, to the Government.

Back Teamsters in Dispute at Boeing

President Tobin reported to the General Executive Board concerning the refusal of the Machinists Union at the Boeing aircraft plant in Seattle to recognize traditional Teamsters' jurisdiction. President Tobin read to the Board the contents of a motion which was unanimously carried by the Executive Council of the American Federation of Labor supporting the International Brotherhood of Teamsters in its efforts to enforce its jurisdiction over warehousemen which has been granted to the Teamsters' Union by the American Federation of Labor and which concerned the controversy at the Boeing aircraft plant in Seattle.

The following representatives of our local unions appeared before the Executive Council meeting of the American Federation of Labor in order to properly present the real situation as obtaining in the Boeing plant in Seattle where the Machinists' union has had some dispute for several months past:

Dave Beck, Executive Vice Pres-

ident; Frank Brewster, secretary-treasurer, Joint Council 28 and secretary-treasurer, Local Union 174; Samuel DeMoss, secretary-treasurer, Local Union 353; James Rohan, secretary-treasurer, Local Union 882; Gordon Lindsay, secretary-treasurer, Automotive Trade Division of Western Conference; John Annand, International organizer, Los Angeles, Calif.; George Leonard, secretary-treasurer, Local Union 203; Paul Jones, executive organizer, Los Angeles Joint Council; Richard Seltzer, secretary-treasurer, Local Union 572; John Marshall, secretary-treasurer, Local Union 306; Ray Leheney, Joint Council, No. 42, Los Angeles.

In addition to the above, there were several other representatives from the West Coast.

The information obtained from the representatives by the membership of the Executive Council was of such a startling nature as to hardly cause any doubt in the minds of the members of the Council as to who was right and who was wrong. The Teamsters' representatives explained fully during a period of nearly two and one-half hours what caused the trouble and what the low-down was on this job. They went into the history of this thing and said everybody helped the Machinists' union when they were endeavoring to organize this plant. They brought out the fact that there was another plant in Wichita, Kans., operated by the Boeing Company in which the Machinists had signed up on what could be called something like an open shop.

It was also brought out that the contract offered to the Machinists for their people was quite an improvement over previous contracts. It must be fully understood that at the time this trouble started that the above-named manufacturer of airplanes was almost entirely engaged in Government work for the defense and protection of the United States against any enemy.

The question arose over the juris-

diction of warehouses. It was proven conclusively to the Executive Council that the Machinists respected nobody's jurisdiction. It was also brought out that all the building-trades mechanics in there were pretty nearly all compelled to join the Machinists' union. The trouble, however, with the Teamsters was that the Machinists would not recognize our jurisdiction over warehousemen. A warehouseman loads and unloads trucks, crates and uncrates material, and handles from the time they are received until installation. Warehouse workers also fill orders, select articles, store away merchandise, and do other work within warehouses. This is Teamsters' jurisdiction.

Given Jurisdiction Without Objections

The International Brotherhood of Teamsters was given jurisdiction over warehousemen and warehousewomen without any objections on the part of anyone several years ago.

The International Brotherhood of Teamsters has organized warehouse people in almost every branch of trade in the state of Washington. So Mr. Machinist, who is now out of the American Federation of Labor—deserting the institution that helped to make the Machinists' union—who refuses to carry out the jurisdiction granted to the Teamsters, started the trouble. The Teamsters have done nothing more in this case than they have done in many other instances. That is, claim and protect their jurisdiction.

The committee named above presented the case in a splendid manner to the Executive Council and also submitted to any questions from any member of the Executive Council.

After the hearing, the Council went into executive session and the following decision was reached by the Executive Council, and the decision was the unanimous action of the Executive Council of the American Federation of Labor:

"It was regularly moved and seconded

that the Executive Council finds that the controversy at the Boeing aircraft plant in Seattle arises out of the efforts of the International Brotherhood of Teamsters to gain recognition of its jurisdiction over warehousemen employed in that plant who have been admitted to membership in the International Association of Machinists in violation of the jurisdiction of the Teamsters and that this Council, therefore, supports the International Brotherhood of Teamsters in its efforts to enforce its jurisdiction over warehousemen which has been granted to it by the American Federation of Labor; that the International Brotherhood of Teamsters is an affiliate of this Federation of Labor, and we ask every affiliated organization in the Federation to support the International Brotherhood of Teamsters in its fight to maintain its jurisdiction against a non-affiliated organization.

"Carried unanimously."

After hearing the facts concerning the trouble with the Machinists in Seattle, the General Executive Board unanimously endorsed the Teamsters' Joint Council of Seattle and vicinity in the dispute presently obtaining in the Boeing plant as a result of the Machinists' refusing to recognize the jurisdiction of the Teamsters over warehouse workers. The Board further pledged to render all aid in its power to local unions in the International Brotherhood engaged in the struggle of the Teamsters' Joint Council in Seattle in its endeavor to protect its jurisdiction over warehousemen.

Seattle Council Backed In Boeing Case

The General Executive Board of the International Brotherhood of Teamsters, meeting in the Stevens Hotel in the city of Chicago, August 27, 1948, after hearing the case of the trouble with the Machinists in Seattle, as presented by Vice President Beck, Frank Brewster, and others, the General Executive Board unanimously endorsed the Teamsters' Joint Council of Seattle and vicinity, in the dispute now obtaining in the Boeing plant as a result of the Machinists' refusing to recognize our jurisdiction over warehouse workers.

The General Executive Board furthermore pledged itself to render all

aid within its power to the local unions of the International Brotherhood engaged in this struggle which was forced on them by another union which is independent and outside of the American Federation of Labor, and the General Executive Board calls on all affiliated local unions of our International and their friends to sustain, as much as they can, within the law, the Teamsters' Joint Council of Seattle in its endeavor to protect the jurisdiction of warehouse workers which jurisdiction was granted unanimously many years ago by Convention of the American Federation of Labor.

A request was made by a number of representatives of West Coast Teamsters' unions to appear before the Board on the Machinists controversy at Boeing aircraft plant and the dispute with the Clerks' International Union on the West Coast. It was arranged to have them appear before the Board on Sunday, August 29, 1948, at 1 p. m.

Seek Details On Pittsburgh Case

Brother Harry Tevis, representative of Local Union 205, Pittsburgh, Pa., appeared before the General Executive Board in an appeal for a contribution to Milk and Ice Cream Salesmen, Drivers and Dairy Employees' Local Union 205 in the sum of \$1,440. This was somewhat less than the amount of strike benefits its members would have been entitled to receive if they were entitled to payment of strike benefits as a result of cessation of work in February and March, 1948, involving that portion of their membership employed by Best Foods Company, Inc. The question of whether Local Union 205 was entitled to strike benefits turned on whether the cessation of work was a result of a strike or a lock-out, which would be determined by construing the provisions of the existing labor agreement. The matter was referred to legal counsel for opinion and advice.

It was regularly moved, seconded

and passed that if the General President is of the opinion, after receiving the opinion from the legal staff, that a lock-out existed, then the \$1,440 shall be paid to Local Union 205. Otherwise, it will not be paid.

"Statler Battle" Decision Expected

Attorney J. Albert Woll reported that the Court of Appeals has not as yet rendered a decision in the "Battle of the Statler" case. The case was argued in April, 1948, and a decision is expected soon.

Machinists' Dispute Gets Full Review

The following committee appeared before the General Executive Board and presented a written petition to the General Executive Board on August 29, 1948:

George F. Leonard, Local Union 203, Los Angeles; R. F. Leheney, Joint Council No. 42, Los Angeles; F. J. Matula, Jr., Local Union 396, Los Angeles; Paul D. Jones, Joint Council No. 42, Los Angeles; Sam S. DeMoss, Local Union 353, Seattle; Richard J. Seltzer, Local Union 572, Long Beach; and James J. Rohan, Local Union 882, Seattle.

The members of this committee enlightened the Board on the facts in the Machinists' Boeing aircraft jurisdictional dispute case, as well as the Clerks' jurisdictional dispute on the West Coast and requested that the General Executive Board give its full support to the West Coast Teamsters' union in these important matters.

It was pointed out that the controversy with the International Clerks' Union came about as a result of the Clerks' refusal to live up to an existing agreement between that union and the Teamsters' Union concerning jurisdiction over certain classes of employees. The Clerks' union, at a time when the West Coast Teamsters were engaged in a controversy with the Machinists, stepped out to break the existing agreement. They did not come to

any official of the Teamsters' Union with a request to change the existing agreement. It was pointed out that the Machinists were using slander and vilification of the International representatives of the Teamsters' Union in an effort to keep the jurisdiction which had been granted to the International Teamsters' Union by the American Federation of Labor many years ago.

After an exhaustive hearing and considerable discussion, the General Executive Board unanimously went on record to give complete support to Joint Council No. 28 and its International representatives in the position taken by Joint Council No. 28 for the preservation of jurisdictional rights. Further, the General Executive Board calls upon all its affiliated unions to give complete aid and support to our Joint Council, its officers and members in Seattle, in carrying out the provisions of the instructions set forth in the following action of the General Executive Board:

"Executive Vice President Beck brought to the attention of the International Executive Board, and they concur in his statements that the officers of Joint Council No. 28 stand ready at any time that the Machinists' International Union will reaffiliate with the American Federation of Labor to submit the entire subject matter of dispute to conference between representatives of the International Association of Machinists and the International Brotherhood of Teamsters. Failure on the part of the conferees to reach a mutually satisfactory agreement, the subject matter to be then carried to the Executive Council of the American Federation of Labor and the decision of the said Council to be final and binding on both parties to the dispute.

Relative to the Retail Clerks' International Union, this International Executive Board finds that commitments were entered into in the form of definite agreement between representative officers of the International Retail Clerks' Association and the International officers of the Teamsters International Union. It further finds that there is an attempt being made to violate these agreements and also to breach leasing agreements that would cause substantial financial loss to Joint Council No. 28.

The International Executive Board hereby goes on record to the effect that unless this situation in Seattle is immediately terminated and the Clerks cease and desist from their present activities, the International Brotherhood of Team-

sters will sever all recognition of and all relation thereto with the International Association of Retail Clerks.

The International Executive Board calls upon all its affiliated local unions to give complete aid and support to our Joint Council, its officers and members at Seattle in carrying out the provisions above set forth.

The General Executive Board instructs its International officers, joint councils, and local officials to immediately contact the Retail Clerks officials in their local area and notify them fully of this action and the results of it in their districts if put into effect by severance of relations.

This is the unanimous action of the General Executive Board, based on the request of the representatives of our organization from the West Coast dealing with the Boeing plant."

Report on Illinois Anti-Trust Case

J. Albert Woll, our lawyer, reported on the anti-trust case which has been pending for the Southern District of Illinois since February, 1946. A "consent decree" will not prevent the defendant union from negotiating with haulers or producers concerning compensation to be paid by our members of the union or terms relating to such services.

John O'Rourke, president of Joint Council No. 16 of New York, appeared before the Board and reported on negotiations for an area-wide contract in the Railway Express Agency. Also, that 11 local unions have been negotiating jointly with employers in New York and New Jersey; 10 had authority to accept on behalf of their local unions and have done so. The eleventh local union, No. 807, is submitting the proposed agreement to their members for a vote of ratification on August 31, 1948. The agreement calls for 15 cents per hour raise across the board plus a number of other adjustments. Brother O'Rourke was of the opinion that No. 807 would accept the same as all other unions involved. This opinion was based on information he received from New York.

A communication was read from the Catalytic Construction Company requesting that the International

Union enter into a national agreement with that company. The Board went on record denying the request.

President Tobin announced that a meeting of the Chicago Teamsters' Joint Council was to be held that night, to which the General Executive Board members were invited.

A communication was read concerning a move on the part of certain employers in the yeast industry to transfer delivery of yeast products to non-union companies. The matter was referred to the National Bakery Conference for consideration and action at its next meeting.

Vote to Issue Temporary Charters

The General Executive Board considered the requests for charter from the Eastern Conference of Teamsters, the Illinois Teamsters' Conference, the New England Conference of Teamsters, and the Wisconsin Conference of Teamsters. It was unanimously adopted that charters be issued to each of the applicants for charters above mentioned on the same basis as other conference charters which have been recently issued; that is, that on a temporary basis subject to revision or withdrawal at any time by action of the General Executive Board, and that a letter shall be sent accompanying the charter so stating.

Plan Unified Position Before the ICC

The General Executive Board went on record instructing General President Tobin to appoint Frank Tobin to call a conference of not more than three representatives from each of the areas whose membership are engaged in interstate traffic to meet in Washington, D. C., not later than September 20, 1948, for the purpose of reaching a unified understanding so that the International Brotherhood of Teamsters may be in a position to present a unified position before the Interstate Commerce Commission which has

scheduled a hearing on October 19, 1948.

There were many other matters of general nature discussed by the Board.

The General Executive Board having completed the business before it, thereupon adjourned until further call by the General President.

Local 75 Member Winner in Roadeo

Winner in the semi-tractor trailer division of the Wisconsin State Truck Roadeo was Brother Kermit

Kruschke, a member of Local No. 75, Green Bay, Wis.



Kermit Kruschke

Brother Kruschke, who has been a driver for 16 years without an accident of any type, captured top honors in the district Truck Roadeo before winning in the statewide event. In the latter, he won 340 out of a possible 400 points and earned the right to participate in the national contest in Washington, D. C., in October.

The Wisconsin Truck Roadeo was conducted as a feature of the state's centennial celebration.

IT'S A DATE!



VOTE and be sure the wife votes 2

NOV. 2 IS ELECTION DAY

ICC Rules Problems Discussed

PROBLEMS of serious character faced by teamster local unions in all parts of the country, because of lax Interstate Commerce Commission rules and even more lax enforcement with respect to the leasing of equipment for both over the road and cartage transportation of freight for compensation, were discussed Monday, September 20, by a meeting of representative teamster leaders at the Stevens Hotel in Chicago. The meeting was called by Frank Tobin, director of the Statistical and Research Department of the International Brotherhood of Teamsters at the direction of the General Executive Board.

Prepare For ICC Hearing

Plans for participation of the Teamsters, on a national basis, in the ICC hearings in Washington, D. C., October 15, were outlined. A policy committee was appointed by Tobin to screen the proposals of Teamster line-haul locals in preparation for the ICC hearings. The committee is composed of Anthony Morris, Local 251, Providence, R. I.; Frank W. Brewster, Local 174, Seattle; H. L. Woxberg, Local 224, Los Angeles; Michael Healey, Local 710, Chicago; James Hoffa, Local 299, Detroit; Al Evans, Local 407, Cleveland; M. R. Dixon, Local 745, Dallas; Arthur Hudson, executive director, Central States Drivers' Council, and Frank Tobin.

W. Y. Blanning, Director of the Bureau of Motor Carriers of the Interstate Commerce Commission, came from Washington to address the meeting. Director Blanning related the history of the efforts of the commission to regulate truck leasing in the public interest. The

Teamster Leaders in Chicago Session, Concerned Over 'Gypsy' Operators, Point Out That Leasing Schemes Defeat Union Wage Scales

growing practice of operators who own no trucks, but who solicit freight and employ owner-operators and their methods of operation, occasioned the steps to tighten controls. Considerable headway had been made toward a standard of ICC regula-



W. Y. Blanning

tions, he said, when the war came along and the ODT came in. During the conflict, in order to conserve gasoline and tires, and to insure the handling of important freight, a policy of utilizing all trucks to the maximum capacity was adopted and plans for regulation of leasing were dropped for the time being.

With the ending of the war, however, Blanning said, his staff com-

menced an investigation of the leasing problem, issued proposed rules and regulations, and scheduled hearings last April. At that time the American Trucking Association failed to take any position whatever on the matter. Later, however, the ATA formed a study committee and asked the ICC to postpone the hearings until the industry could make an investigation. This investigation has been completed, but there is no unanimity among the truck operators.

Statistics Are Readied

Blanning said he had prepared exhibits consisting of statistical studies which he will present to the Commission at the October hearings. He will simply cite the facts, offering several alternative proposals, but recommending none. The examiner will then hear other parties interested, including the



Policy Committee members (left to right): Michael Healy, Arthur Hudson, M. R. Dixon, Frank Tobin, A. Evans and F. W. Brewster. Not shown: H. L. Woxberg, Anthony Morris and James Hoffa.

Teamsters' Union, and will make his report and recommendations to the Commission.

Though the matter of safety on the highways is involved, as well as the proper keeping of drivers' logs, enforcement of regulations with respect to hours of service and other safety matters, the question of stability of the industry and the rendering of the best possible service to the public will be given consideration.

Blanning cited numerous vicious practices which have grown up during and since the war, which not only have divided the industry but are proving a threat to regulation. He said that reports received from the field show that many practices which now are quite general in the central and eastern states, in the handling of interstate commerce are harmful to the public, disruptive to the best public service, and are undermining and rendering unenforceable the present safety rules. He said that the Commission plans hearings at a later date on new safety regulations.

It was brought out by Teamsters in attendance that the majority of the leasing schemes, which have be-

come prevalent, not only cause unfair competition but are intended to defeat union wage scales and working conditions, as well as to relieve the operators of paying social security and unemployment compensation taxes, and to take the men who drive the equipment, mostly owner-operators, out from under workmen's compensation laws. By doing these things, operating costs are reduced, at the expense of the drivers, below costs of legitimate over-the-road carriers.

Beware of "Gypsies"

Frank Tobin, chairman of the meeting, said that the teamsters are concerned over the gypsy operators because they break down union conditions and wages and enable operators to dodge union contracts. This, he pointed out, is not in the public interest as it encourages a type of sweat-shop operation, creates additional hazards to the public on the highways, and threatens to destroy the very kind of sound, stable and reliable public service that the Motor Carrier Act was passed to insure.

"The operators are interested only in framing rules for the other

fellow, but not for themselves," he said. "It is the job of the teamsters to step in and protect the public interest, as well as highway safety."

It was pointed out that under the present haphazard and chaotic system of leasing it is impossible to protect the public. Operators using private, contract and even exempt trucks, seldom see either the leased equipment or the lessor-operators, do not inspect the equipment to determine if it is safe, and have little control over it. The situation is so bad in Chicago and some other cities, where there is competition between certified operators for the use of gypsy and exempt trucks, that no attempt is made by lessees to enforce ICC rules.

Executive Vice President Dave Beck called attention of the meeting to the extreme urgency of the problem. He pointed out that the trucking industry has grown so rapidly that organization by the teamsters of special groups on a national basis is required to meet such problems.

"We desire to formulate a policy of uniform character for the whole country," Beck said, "affecting our people and the industry. Proof of

(Continued on page 20)



Participants in recent Chicago conclave on ICC Rules

Better Supply Service Is Sought

IN THE INTEREST of better service to local unions by this office, it is desired to set forth certain items which it is hoped will create an even better system of supply. When I first took over this office as General Secretary-Treasurer, the country had not as yet arisen from the doldrums of shortages which then existed. As a result, it must be admitted that service to the local unions was extremely poor, not from the standpoint of service as rendered by this office but rather because of the lack of supplies. However, that condition has now been bettered to a great extent to the point where almost all types of supplies can now be shipped immediately upon request by the local unions.

Cabinet Shortage Persists

One exception to the above still remains and that involves cabinets for the new bookkeeping system. A majority of the local unions are already enjoying the benefits of the new equipment but many have still to place their orders. The national steel shortage is familiar to all. Accordingly, the service which we might like to render in regard to the cabinets is still not of the best and the local union secretary-treasurers who desire to change over to the new system of bookkeeping should place their orders well in advance of their needs. As stated before, a 90-day period should be allowed. In most instances this waiting period has been but a fraction of the 90 days, but the local union secretary-treasurers must not wait until the middle of December to order their equipment if they desire to change over by the first of the year. **PLACE YOUR ORDERS NOW.**

One major factor in creating closer harmony and better service between this office and the local unions is that of completing the

Shortage of Scarce Materials Is Alleviated; Local Officials Are Advised How to Obtain Better Service from International Headquarters

by **JOHN F. ENGLISH**

"Remittance Statement and Supplies Order." Every local union by now is familiar with the new form. However, many of the secretary-treasurers are still not completing the blank as it should be. A little extra time and thought will result in better service to the local unions if it is properly executed. The same also applies to the making out of checks remitted to this office. Too often both the remittance statement and supplies order and the check must be returned to the local union because of mistakes thereon.

Anticipate Your Needs

Another factor which will result in better service is that the local union secretary-treasurers should anticipate their needs. In the midst of servicing the other local unions it is not a happy condition to receive an order by wire or by air mail asking that a large amount of supplies be shipped immediately by air express. If the local union secretary-treasurer had given a little thought to the question of supplies, he would have placed his order in sufficient time to have the supplies on hand when needed. It certainly is not fair to those local unions which order their supplies in due time to have to step aside in order that some individual local union be rushed its order by the fastest possible means.

In the past, this office has been taken to task for delivery of supplies by the Post Office Department or the Express Company to a local union building at the address given on the remittance statement and

supplies order. Some party in the building will sign for the package and failing to deliver it to the proper office, places it in the hall or in some other location where it eventually becomes lost. Subsequently this office receives a letter that such and such an order for supplies has not been delivered. Upon placing a tracer it develops that the shipment was signed for by someone in the building, then the local union must embarrassingly admit that the error was made by some local union official. Here, too, a little thought and investigation on the part of the local union secretary-treasurer could have avoided this type of error.

Keep Stocks on Hand

Another indication that the secretary-treasurers do not anticipate their needs is the great number of requests received in this office from individual members for different items of supply. This office, of course, cannot comply with their request as the International law specifically states that all items of supplies must be procured through the local union secretary-treasurer. Therefore, in order that the local union members may receive the supplies to which they are certainly entitled, it is requested that the secretary-treasurers keep on hand sufficient stock to take care of these requests.

Many of the smaller local unions can save money by buying the unrevised type of day book which can still be supplied by this office at a savings of 75 cents per book. Quite often, secretary-treasurers when visiting this office and examining

(Continued on page 20)

EDITORIALS

by
DANIEL J.
TOBIN

"I Urge You to Vote"

For many months now, Labor's League for Political Education has been waging an intensive campaign to get out the labor vote. The success of this campaign will largely be determined in November, and no man can predict before that time what the real pay-off is going to be. But on the basis of early reports that have been coming in to Washington, a measure of success does seem assured. Success in matters political is always relative. If we do not succeed in electing all our friends, neither will our enemies succeed in electing all theirs. One thing is sure: our enemies would succeed in electing more of their friends if the AFL had not made the political effort it has.

While the League has a vital interest in electing men sympathetic to labor's cause, it is not the League's only interest. The primary aim of the League is to get out a big vote, for democracy is best served when the voters turn out in large numbers. Naturally the League hopes for election results that will spell victory for labor, but it is also well aware that labor never will win cheap victory through a small vote. When the vote is small, showing lackadaisical interest in the issues at stake, it can be depended on that the selfish interests of the few will best be served.

Labor's League for Political Education, therefore, is rendering a real service to democracy by encouraging a record vote.

The reasons why a big vote is important in a democracy have been often stated, and sometimes they seem to have gone a little stale through repetition. Yet they remain good, sound reasons and we should not object if around election time they are dinned into our ears more than once.

Patriots have stated the importance of the vote in various ways. Thomas Paine said it concisely: "Those who expect to reap the blessings of freedom must, like men, undergo the fatigues of supporting it." The fatigues we are asked to undergo in our time are not too strenuous. All that is asked of us

is that we familiarize ourselves with the election issues, and then go on record at the polls. Two thousand years before Thomas Paine lived, the Greek philosopher, Aristotle, said the same thing in a different way. "If liberty and equality," he wrote, "are chiefly to be found in democracy, they will be best attained when all persons alike share in the government to the utmost." Wise words from a wise old bird!

In urging all members of this International Brotherhood to go to the polls, I commend the words of these men to you. They clearly saw the crisis which would always confront democracy when apathetic voters sat back and permitted special interests to do their work unopposed.

I urge you to vote.

The WFTU Unmasked

One of the most damning and significant statements ever made about the World Federation of Trade Unions and its general aims came from Arthur Deakin, the head of the organization recently.

Mr. Deakin speaking in England at the annual British Trade Union Congress said that the WFTU had been "captured" by the Soviet delegates and those under their influence. Moreover, continued Mr. Deakin, the Communist delegates are using the WFTU to advance the aims of the Soviet's Cominform.

The position of the American Federation of Labor has been clear on the matter of the WFTU. The Federation has believed that there is strength for international peace and well-being through an organization of free trade unions. The AFL has thought that combining free trade union groups with a totalitarian government-controlled union organization would not work. This point of view has been proved correct.

The free trade union movement of the world has much to contribute to world recovery and reconstruction. It is a matter of regret that some Ameri-

can trade unions are allies of the WFTU even after the unmasking which we have seen over the past month of the real aims of that organization.

A Worthy Week

Congress has authorized a special week set aside for emphasis on employment of the physically handicapped. The week this year is being observed October 3-9 under the general direction of the President's National Employ the Physically Handicapped Week Committee.

Labor representatives have been working with management and Government officials in order to make not only this week, but the entire program of employment of the physically handicapped a success.

Employment experts have discovered that if properly trained and placed in jobs they can handle the handicapped person can give full value received. It has also been discovered that there is lower rate of absenteeism from the job on the part of handicapped workers than is found by those not suffering from any disabilities.

Let us all hope that the employers of the country will lend their best efforts to those of labor and the Government in making not only the week, but the continuing efforts of employment of the physically handicapped a success.

A Good Example

Two AFL unions in the West have shown an example of industrial peace which might well be studied by labor and management in other parts of the country.

In fact, the experience of these two unions has been studied as a case history of labor-management harmony. The National Planning Association, a non-profit organization with representatives of labor, management and agriculture on its board, has begun a series of studies on labor relations. The purpose of the studies is to show some of the constructive achievements of labor relations in various industries.

This constructive point of view is quite in contrast with much of the attention which has been focused on labor these past few years. Usually the spotlight is turned on situations where there is no harmony and where friction is the rule rather than the exception.

The two AFL unions in the NPA studies are the

International Brotherhood of Pulp, Sulphite and Paper Mill Workers and the International Brotherhood of Paper Makers. These two have dealt with the Crown Zellerbach Corporation and the Pacific Coast Association of Pulp and Paper Manufacturers since 1934 without a single work stoppage because of a dispute between a mill and its employers.

Here is proof that there are bright sides to the labor picture. And we are told by the NPA that seven more studies are forthcoming. We will look forward with agreeable anticipation to further citations of labor harmony.

Labor Ambassadors

Eric Johnston, president of the Motion Picture Association, has come forward with an excellent suggestion which should improve our foreign service. Mr. Johnston has written a book called "We're All In It," which will be out after election, but some of the information has already been disclosed.

One of Mr. Johnston's suggestions, for example, is that the Government name some of its top labor leaders to ambassadorial posts. He believes the old-fashioned diplomat is out. The battleground for the new world is at the worker level, believes the Seattle man who thinks that foreign service can be adjusted to meet changed conditions.

We need people representing us who are close to the people for whom they speak and to the people who are playing an increasingly important role in government of other nations. Labor leaders have made real progress in foreign affairs. And Mr. Johnston's suggestion is not at all fantastic—in fact, we would like to see it tried. We believe it would work surprisingly well.

Labor and the Marshall Plan

Developments now underway in carrying out the European Recovery Program indicate the importance of free labor to help keep the world safe from totalitarianism.

Not the least of the reasons why the Marshall Plan is or will succeed is the participation by free labor. The Government, in our opinion, wisely sought the counsel and assistance of labor leaders in carrying forward the recovery program. There is an intense desire on the part of the working people of Europe to effect recovery within the bounds of freedom, decency and self-respect. This aim cannot be achieved by any system of totalitarian whether it be of the right or the left.

Warehouse Conference Formed

A NATIONAL WAREHOUSE Conference, officially chartered by the International Brotherhood of Teamsters and dedicated to the task of organizing in this branch of our jurisdiction in every corner of the United States and Canada, was formed at Chicago, September 16 and 17. A policy committee was named, recommendations were adopted for starting the nation-wide organizing effort, a program of action was outlined, and steps were taken to protect the warehouse jurisdiction against all encroachments in every part of the country.

One of the most important actions of the Conference, adopted unanimously by the more than 300 delegates from both Warehouse locals and general locals having warehousemen in their membership, was with respect to more accurate defining of the warehouse jurisdiction and the term "warehousing." The recommendation of the policy committee that the Conference claim and consider warehousing to include the handling of all goods and merchandise of all kinds, from the trucks to the counters of sale and from the counters back to the trucks.

It was pointed out to the delegates by Executive Vice President Dave Beck that this matter undoubtedly would be referred to and acted upon by the General Executive Board of the Teamsters International Union but that the Conference was taking the first step in defining the warehouse jurisdiction. Beck presided at the meetings, which were held in Chicago's Stevens Hotel.

To Take Positive Stand

The matter of disputes with both the Machinists and the Retail Clerks' International Association, was discussed in detail by the delegates as well as by Vice President Beck. It was determined that in all matters

Progressive Step at Chicago Meeting Assures

A Stronger Warehouse Trades Division;

Committees Named to Direct Group's Activity

involving the warehouse jurisdiction of the Teamsters, a positive stand would be taken at once.

A temporary office for the National Warehouse Conference will be in Seattle, though Chicago will be the meeting place for both the policy committee and the general sessions in the future.

Other recommendations of the policy committee, adopted by the unanimous vote of the delegates, were:

That all warehouse locals and all general locals having warehouse members immediately send to George Mock, secretary of the policy committee, at 552 Denny Way, Seattle, the names of all national concerns with which they have agreements affecting the warehousemen;

That the General Executive Board be requested to express to the American Federation of Labor the opposition of the Warehouse Conference toward the granting of any more federal charters in the warehouse industry, or to locals which have warehousemen in their membership;

That the matter of financing the activity of the Conference be left in the hands of the policy committee for discussion with the General Executive Board; that voluntary contributions to an organizing fund be accepted but that, in making such voluntary gifts, no local would be committing itself to action with respect to future adoption of a per capita tax;

That all general conferences in various areas of the country be urged to set up warehouse divisions if they have not already done so.

It was decided that the policy committee will meet once a month in Chicago and that the next general meeting of delegates to the Conference will be held in January in that city. It is anticipated that a more detailed program of organizing will be prepared by that time.

Report on Problems

The Conference heard reports from every section of the country with respect to the present degree of organizing of warehousemen, the special problems affecting this organization, and the potential membership available in this craft. It was developed that a tremendous field for organization work is before the Conference and the various locals. Keenest enthusiasm for the Conference and for coordinated effort of the entire International, through all of its locals, to attack the problem without further delay.

In opening the Conference sessions, Executive Vice President Beck pointed out to the more than 300 delegates that the call for the meeting had gone from General President Daniel J. Tobin; that the purpose of the Conference is to perfect a trade division on a national scale, so that the influence of the International can be massed in organizing the warehouse field of jurisdiction. Beck said that experience in the Western Conference of Teamsters had shown that this method of meeting organizational problems met with great success, because it enables the organization to harness the resources of the stronger areas to help the weaker.

Vice President Beck stated that

other additional conferences will be called into session at Chicago within the next few weeks. A produce conference of representatives of all locals in this branch of Teamster work will be the next. It will be followed by a conference of over-the-road and cartage locals.

A recording, made by Beck with respect to the dispute with the Machinists at the Boeing airplane plant in Seattle and with the Retail Clerks' International Association, was played to the delegates at the opening of the business session. This recorded address told in detail of the attacks and raids of the Machinists upon Teamster jurisdiction and of the hostile and agreement-breaking actions of the Clerks' International with respect to Joint Council of Teamsters No. 28 at Seattle.

Many Unorganized

"I venture to say that there are between 600,000 and 700,000 in the warehouse field unorganized or eligible to membership in the Teamsters' union," Beck declared. "This is an industrial age, a production-line age. Unless we take whatever steps are necessary to protect and to organize our warehouse jurisdiction, we are going to be faced with more and more encroachments and

raids. In Seattle we have tried for 11 years to get the Machinists to recognize our lawful warehouse jurisdiction, without success. We can have peace at any price by submitting to encroachments, but if we have that kind of peace we will be destroyed. We do not seek trouble, but we do not back away from trouble. We must act now, positively, if we are to survive. If the jurisdictional rights of our International

Union are surrendered, then it will die, just as the human body will die if the arteries are severed.

"If international unions can refuse to abide by the decisions of labor's courts in the American Federation of Labor and withdraw and raid other unions, without incurring the penalty of the displeasure and opposition of the AFL, then the AFL will be destroyed. The Machinists are now violating the



JURISDICTION COMMITTEE, left to right—(seated) George E. Mock, Western Warehouse & Produce Council Conference secretary; Edward J. Hartsough, Local No. 169, Philadelphia Conference president; Joseph Bernstein, Local No. 781, Chicago, Ill.; (standing) Lawrence J. Camie, Local No. 688, St. Louis, Mo.; W. L. Williams, Local No. 117, Seattle, Wash.; Leonard R. Geiger, Local No. 804, New York City; Elmer A. Cole, Local No. 636, Pittsburgh, Pa.; and Thomas A. Greene, Local No. 738, Chicago, Ill.



Members of the Policy Committee of the National Warehouse Conference.

jurisdiction of the Teamsters in every airplane plant in America where they are bargaining agencies.

Beck declared that warehousing is a key industry, for it can control transportation as readily as can the truck, the railroad or the boat. If the warehouse is shut down, there is nothing for the trucks to haul. That is why, he said, it has been decided that a tremendous effort must be made to protect the warehousing jurisdiction of the Teamsters.

"This is not a single problem, and there are no short cuts to the solution," Beck said. "This is a national job, and we have now reached the time when we must function on a national basis in every field of our operation."

Agreement Violated

Beck explained how the clerks' international had violated agreements made with the Teamsters International officers and had attempted to break leases for space in the Seattle Teamster building; how the clerks' agent had tried to take

over the Seattle clerks' locals and destroy the 11-year-old association and friendship with the Teamsters. "We organized the clerks, gave them 8,000 members and never took a penny from them, but now their international stabs us in the back," he said.

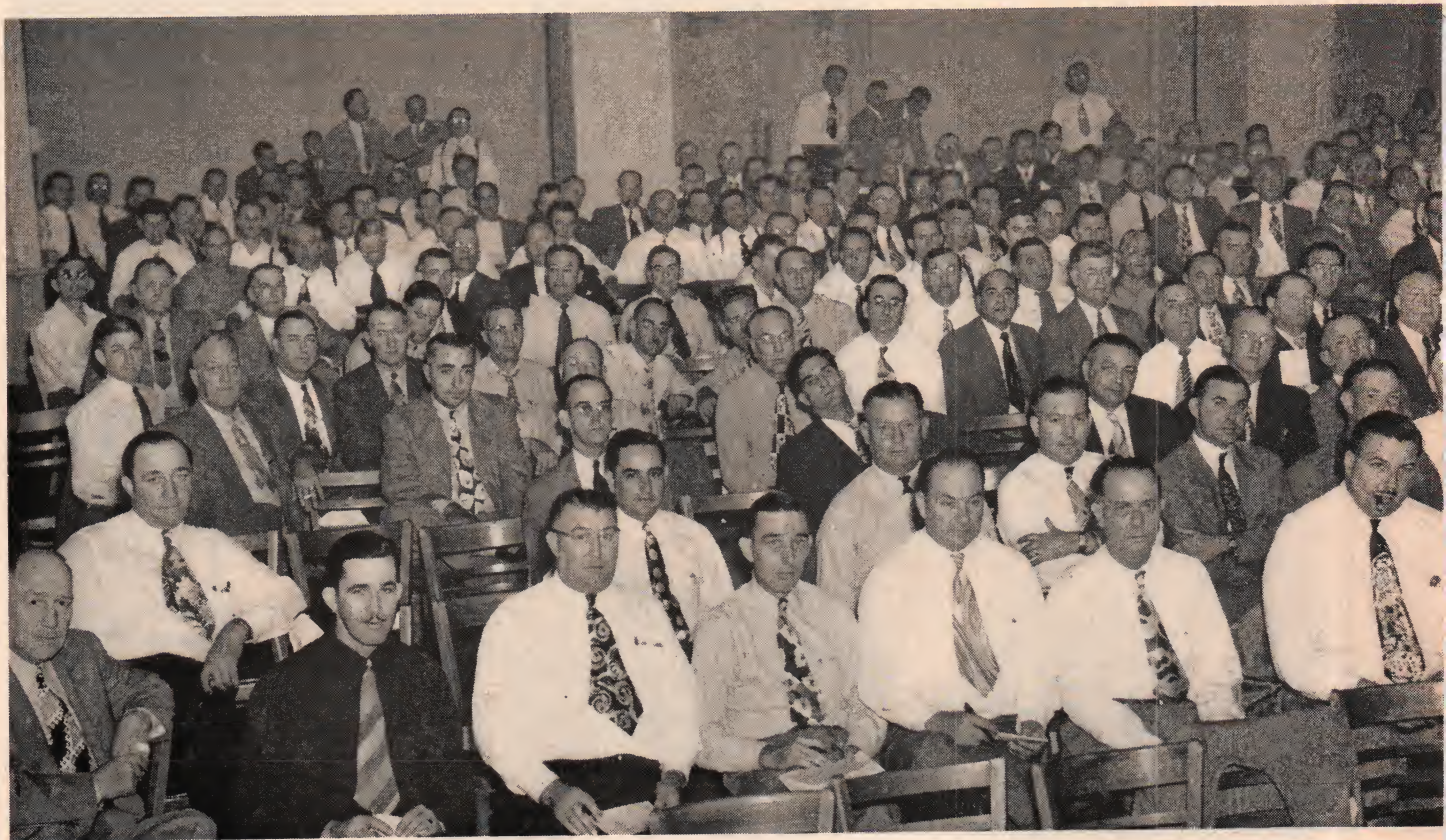
It was generally understood by the Conference delegates that the new definition of warehousing jurisdiction, suggested at the Chicago meeting, means that workers in the grocery-chain stores, for instance, who handle and warehouse goods and stock the shelves up to the point of sales, are eligible for membership in the Teamsters Union. It would confine the clerks to selling.

"It will require the best efforts and ability of all of us to accomplish our objectives," Beck declared, "but if we give this problem our attention; if we make an injury to one an injury to all; if we adhere strictly to our rights and their protection and if we work everlastingly at this job we will soon see the day when we will be making tremendous

progress in organizing our jurisdiction.

"There never should be a jurisdictional strike within the AFL, for the AFL has the necessary courts to decide jurisdictional matters. It is only when an international refuses to obey labor's courts that we have trouble. The Machinists are out of the AFL today because they refused to accept the decision of the AFL refusing to take jurisdiction away from the carpenters. Yet Brown, the president of the Machinists, had the effrontery to write every Teamster local claiming that the AFL had given the Machinists the jurisdiction over the warehousemen in the Boeing airplane plant at Seattle. The recent decision of the AFL Executive Council showed Brown's claim to be untrue."

On conclusion of the first day's session of the Warehouse Conference, the delegates voted unanimously to urge all locals to have nothing further to do with either the Machinists or the Clerks until they



General scene of participants in Chicago meet which saw formation of National Warehouse Co

refrain from their unfair and hostile actions toward the Teamsters.

Several of the delegates brought out that the Machinists and Clerks have adopted a hostile attitude toward the Teamsters in several other cities besides Seattle and have taken Teamster jurisdiction. Strict adherence to the Teamster jurisdiction and a concentrated campaign of organization right down the line were proposed as the best way to meet hostile encroachments on our warehouse jurisdiction.

Members of the National Warehouse Conference Committee are:

Elmer A. Cole, General Warehousemen and Employes Local No. 636, Pittsburgh, Pa.

Leonard R. Geiger, Merchandise Delivery Drivers and Employes Local No. 804, New York, N. Y.

David J. Buchanan, Milk Drivers Union No. 647, Toronto, Can.

Fullmer H. Latter, Teamsters, Chauffers, Warehousemen and Helpers Local No. 222, Salt Lake City, Utah.

Bert Brennan, Food, Beer and Beverage Drivers, Helpers and Warehousemen's Local No. 337, Plymouth, Mich.

Tribute to Tobin

"No man has greater respect for our General President, Daniel J. Tobin, than I have. He is the greatest labor leader ever connected with any American labor organization. Since the death of Sam Gompers, there has not been a labor leader to equal Dan Tobin. The International Brotherhood of Teamsters is fortunate to have him as its General President."

—Dave Beck,

Executive Vice President, at the opening session of the National Warehouse Conference in Chicago Sept. 16.

W. Frank Holland, General Warehousemen's Local No. 504, Boston, Mass.

Leo J. Bauer, Produce Grocers, Meat Drivers Local No. 233, Indianapolis, Ind.

George O'Hara, General Drivers Local No. 554, Omaha, Nebr.

F. W. Gibson, Warehouse Employes Union Local No. 730, Washington, D. C.

George Kane, Warehousemen's Local No. 892, Jersey City, N. J.

William D. Nicholas, Warehousemen's Local No. 853, Oakland, Calif.

Lawrence J. Camie, Warehousemen, Loaders, Stockers, and Graders Local No. 688, St. Louis, Mo.

H. J. Elmore, Jr., Truck Drivers & Helpers Local No. 728, Atlanta, Ga.

E. R. Belles, Drivers & Warehousemen's Local No. 375, Buffalo, N. Y.

Gordon R. Conklin, General Drivers Local No. 120, St. Paul, Minn.

W. L. Williams, Warehousemen's Local Union No. 117, Seattle, Wash.

George E. Moch, Western Warehouse & Produce Council, Seattle, Wash.

Joseph Bernstein, Secretary, Warehousemen's Local No. 781, Chicago, Ill.

Henry M. Steves, Chauffers, Teamsters and Helpers Local No. 118, Rochester, N. Y.

Jack W. Estabrook, Warehousemen's Local Union No. 20, Portland, Oreg.

Thomas P. White, Warehousemen's Local Union No. 860, San Francisco, Calif.

Edward J. Hartsough, Warehousemen's Local No. 169, Philadelphia, Pa.

Thomas A. Greene, Grocery and Food Products and Warehouse Employes Local No. 738, Chicago, Ill.

Edward J. Loehr, Illinois Teamsters Conference, Collinsville, Ill.

Leo H. Morman, Local No. 388, Ottumwa, Ia.



ference. Organization of the new trades division gives the Teamsters greater unity and strength.

Chas. J. Di Guardo, Warehouse Employees Local Union No. 570, Baltimore, Md.

Russel Brown, Warehouse Employees Local No. 322, Richmond, Va.

Gene Williams, Cold Storage, Grocery and Market Drivers Helpers and Inside Employees Union No. 544, Minneapolis, Minn.

M. R. Dixon, General Drivers, Warehousemen and Helpers Local No. 745, Dallas, Tex.

Frank A. Rebban, Chauffers, Teamsters & Helpers Local No. 175, Charleston, W. Va.

John H. Lenzian, Warehouse Employees Local No. 197, Cleveland, O.

John Cislowski, General Teamsters,

Chauffers and Helpers Local No. 200, Milwaukee, Wis.

Otto H. Frobe, Truck Drivers Union Local No. 100, Cincinnati, O.

Lee Quisenberry, Dept. Store & Package Drivers Local No. 255, Kansas City, Mo.

Ed. J. Slater, International Brotherhood of Teamsters Local No. 37, Newark, N. J.

Basil French, Teamsters & Chauffers Local No. 633, Manchester, N. H.

Al Hylak, Teamsters, Chauffers & Warehousemen Local No. 251, Providence, R. I.

S. P. Jason, Chauffers, Warehousemen & Helpers Local No. 59, New Bedford, Mass.

Steel Shipments By Truck Increase

Since railroads announced they will seek higher freight rates on finished steel, steel companies are placing more emphasis on increasing shipments by truck, according to *Iron Age*, national metalworking weekly.

Under the 8 per cent increase being sought by the rail carriers from the Interstate Commerce Commission, railroad rates for moving the bulk of the nation's iron and steel products would be about 70 per cent above the prewar level, the authoritative trade journal declares.

Steel company traffic managers are "using every means possible to find ways other than railroads to transport a larger and larger part of steel shipments," the magazine discloses in an advance release on next issue's contents.

Truck shipments, the report continues, "are increasing by leaps and bounds" in several areas.

At the same time, *Iron Age* estimated the steel industry will break all records this year in finished steel output. This production, along with the industry's efforts to divert shipments from rail travel, undoubtedly will mean considerable increase in steel hauling by truck freight.

Car Prices Up 87.7 Per Cent Since '41

In September, a comparison of prices of 34 automobiles with same cars of 1941 showed that the average price increase for each car is \$942 — an increase of 87.7 per cent.

Eighteen of the 34 makes sold under \$1,000 in 1941, while today the lowest-priced is \$1,371.

Despite these soaring increases, no signs of customer resistance has been seen on the auto market. On the contrary, it is estimated that there are 7,300,000 unfilled orders for passenger vehicles.

Uniform Traffic Regulations Urged

Uniformity in traffic regulations "from coast to coast" was urged recently by Maj. Gen. Philip B. Fleming, Federal Works Administrator, in an address before a convention of the American Association of State Highway Officials.

"Lack of uniformity in traffic regulations 30 years ago," General Fleming said, "caused little inconvenience and involved little danger."

"Over the dirt and gravel roads of those days, only the most courageous motorist ventured very far beyond the city limits, where the pavement ended."

In contrast, the federal official continued, today's motorist often passes through many towns and cities in several states during a single day of driving.

"Diversity of traffic regulations confuses him and frequently leads to accidents," General Fleming declared.

"Some towns and cities, having worked out systems of their own, seem loath to change them. Some communities have lights in the center of the street, some at the curb; some have them high, others have them low."

"The driver who must devote most of his attention to other cars around him has little time to browse

around in an effort to locate the signals."

Deploring the lack of uniformity in street and highway warning and directional signs, the FWA chief declared:

"I firmly believe that a roadside sign of uniform shape and size should mean the same thing in every state in the union, but, certainly, there is little excuse for a confusing diversity of signs throughout the towns and counties of a single state."

General Fleming said nearly all Federal-aid primary roads of today are getting uniform signs and markings.

However, in a few states, there is "still a deplorable tendency to employ signs and pavement markings at variance from the national standards recommended by the Joint Council on Uniform Traffic Control Devices," he added.

General Fleming also revealed in his address that the program of the President's Conference on Highway Safety has resulted in a sharp decline in traffic deaths. When the program was begun, he said, the traffic death rate was approximately 12 for each 100 million miles of travel.

Despite a vast increase in the number of drivers in the nation and the steady decline in the condition of automobiles using the highways, the goal of cutting the traffic death rate in half has almost been reached.

Teamsters Break With Clerks

WHEN THE Teamsters make an agreement, they keep it. Furthermore, they expect the other fellow to keep his agreement with the Teamsters. When any organization or individual, inside or outside labor, breaks an agreement with the Teamsters and attempts to injure any local union or Joint Council, it will be considered as an injury to all.

The Retail Clerks International Association is now learning this lesson the difficult way. As the result of violation by the clerks' international officers of agreements and commitments with General President Daniel J. Tobin and Executive Vice President Dave Beck, and of hostile action by the clerks against Joint Council of Teamsters, No. 28, Seattle, retaliatory steps have been taken on a national scale by the Teamsters.

President Tobin Counters

When he was informed of the action of the Clerks' International of the breaking of agreements and of the hostile action at Seattle, President Tobin issued a call for meetings to be held immediately by all Joint Councils in the United States and Canada. At these meetings, it was explained that the Clerks' International not only had broken its solemn agreements with the officers of the Teamsters' international union, but had moved its agents, without warning or notice, into Seattle, timing its action to take place while Joint Council No. 28 was engaged in a serious dispute with the Machinists. These clerks' international agents joined with the Machinists, employed the Machinists' lawyers, attacked the Teamsters and tried to violate long-standing leases signed by the Seattle clerks' locals for space in the Teamster building.

When it was pointed out to the

After Clerks' Union Attempts to Break

Agreement, Teamsters Sever All Relations

With International; Seattle Local Stands Firm

Joint Councils, by means by a recording by Vice President Beck, that this deliberate double-cross by the clerks' international was the Teamsters' reward for 11 years of painstaking organization and protection of the clerks by the Teamsters in Seattle, positive action was immediate on every hand.

All Relations Severed

Without exception, the Joint Councils adopted the policy recommended by President Tobin and voted to sever all relations with the clerks, to notify local and district clerks' organizations of this decision, to halt all cooperative organizing efforts, and to advise the clerks that until they cease their hostile attitude at Seattle and keep their agreements with the Teamsters, they are our enemies. Thus, by nationwide action, the Teamsters expect to make it highly improbable that the clerks' international organization will ever again be tempted to break agreements with our organization.

In line with this policy, a call was issued for a meeting of Teamster leaders from all parts of the United States and Canada to form a National Warehouse Conference within the framework of the International Brotherhood of Teamsters for the purpose of protecting and organizing the entire warehouse jurisdiction awarded to the Teamsters by the American Federation of Labor. The Conference met at Chicago September 16 and 17. It was also announced that other trade division conferences would be founded in various branches of Teamster work for the same purpose.

In this connection, it is note-

worthy that the clerks' local unions in Seattle, which were organized by Joint Council No. 28, are standing firm and have taken their opposition to the clerks' international into the courts. These locals have refused to break their leases with the Teamsters or to move out of the Teamster building, and are continuing their close association and loyalty to the Joint Council, operating for the time being under an injunction which restrains the clerks' international agents from interfering with them.

Meanwhile, the Aero Mechanics Local 751, at Seattle, has called off its strike against the Boeing airplane company, ordered its people back to work, instructed them to take over all types of work at the plant, including warehousing and other Teamster jurisdiction. The Machinists also have declared themselves to be the sole collective bargaining agency for Boeing employees of all crafts.

Move to Victory Made

This action of the Machinists has compelled the Teamsters of Joint Council No. 28, who have now completed the organization of warehouse and other jurisdiction at the Boeing plant, to adopt the policy of accepting in membership all plant employees not otherwise specifically covered by jurisdictional grants of the American Federation of Labor. This is made necessary to insure victory in any election which may be called in the future, should the N. L. R. B. decide that the Boeing plant is a single collective bargaining unit.

The Teamsters are perfecting

(Continued on page 20)

Teamsters Propose ICC Rules Changes

(Continued from page 10)

the seriousness of the situation is to be seen in the inability of the operators to agree on a program to put an end to the evils so plain in the leasing muddle. It must be recognized by everybody that the real purpose of most so-called leasing agreements is to get around wage schedules. The gypsy operator keeps no books and knows no rules. His hope is to expand and some day become an authorized carrier.

"In meeting this problem we must keep the public interest first. We will not solve the leasing problem today: it will require continued study and we must see that the proper investigations are made. We need organization to do this in the protection of our own people, as well as to protect the public."

ICC Lacks Funds

Vice President Beck also pointed out one weakness in the ICC setup. The Motor Carrier Bureau does not have sufficient money to employ the personnel to enforce the law and the rules. He said the teamsters must set up an office in Washington devoted to the representation of the membership's interests in all matters before the ICC, including safety regulations.

Frederick J. Lordan, Assistant Attorney General of the state of

Washington, who wrote many of the truck leasing rules in force in that state, also was present. He explained that the Washington rules, which have the force and effect of law, have solved the problem of leasing there. The Washington rules, he said, require first of all that the lessee of equipment must be the actual employer of the driver, that all leases must be passed upon and approved by the state transportation department and that adequate safeguards are placed around rates.

To Be General Pattern

It was the general sentiment of the teamsters' meeting that the Washington state leasing rule should be regarded as a general pattern, with modifications to meet special problems in some areas. Lordan said the state of Washington intends to present evidence to the ICC at the October hearings in support of strict leasing regulations, and to urge a strong uniform policy with good enforcement.

Teamsters Break With Retail Clerks

(Continued from page 19)

their local unions at the Boeing plant. A charter has been granted to Aeronautical Workers, Warehousemen and Helpers' Local 451, and meetings of the membership have been held. Strong personnel has been placed in charge. The membership soon will elect officers, and the local is already functioning to represent its workers.

Investigation has shown that the Machinists are now violating the jurisdiction of the Teamsters in every airplane plant in America where they hold collective bargaining rights. At Wichita, Kans., where the Boeing company has a plant, the Machinists not only have taken the warehousemen, but also the drivers.

Seeking To Improve System of Supplies

(Continued from page 11)

the content of the two books find that the unrevised type of book can still be used. Place your order for this unrevised 200-page day book at \$4.50 and your request will be promptly cared for.

It is noted that many local unions are not submitting a trustees' financial report, as outlined in the International Constitution, signed by the three trustees of the local union and forwarded to the International Office monthly. The law very clearly states that all three trustees must sign the report.

How to Get Magazine

To insure that all members receive the magazine, this office provides the local unions with a form known as a "Membership Roll" which contains space for 50 names and on which all new members and changes of address should be listed. These forms should then be forwarded to the office of the General Secretary-Treasurer. In the past many of the local unions have been using almost any type of form to submit this report which is working a hardship on the department in Headquarters which is entrusted with the responsibility of making up a correct mailing list. Since these membership rolls are available at no expense to the local unions, please request these forms.

We are making every attempt humanly possible to service the local unions to the best of our ability. We are here for that purpose and a little cooperation from the secretary-treasurers will result in superior service on an eight-hour basis. Every request for supplies received on any given day is filled and shipped that same day. Again, anticipate your needs, complete the forms properly and send them in.



Union Solidarity Shown at Meet

WE TRUST our membership will like the composition and appearance of our monthly magazine. We will try to improve it as time goes on, both in appearance and in our writings.

We have the magazine now printed and mailed out of Washington, D. C., as we expect to locate our General Headquarters there as soon as we can erect our own national offices there, as per the instructions of our convention.

Ransdell Does Printing

The printing and mailing of the monthly journal is now done by Ransdell Inc., who do many labor publications each month, among them the "Federationist," official publication of the American Federation of Labor. This company does no other printing except labor publications.

The General Executive Board discussed this entire subject at its meeting in Miami in January this year, and unanimously, without a dissenting vote, awarded the printing to this concern.

The General President does not have the authority to award large contracts of this kind, nor does he want nor should he have such power.

The above firm took care of the printing of our daily proceedings at the San Francisco Convention. They had to bring two carloads of paper from Washington to San Francisco. The printer out there who did the work could not get any paper. Paper was scarce. No one else could help us but Ransdell Inc.

This, however, had nothing to

Moving of Journal Publishing Office Explained; Qualities Which Have Made Teamsters' Union Great Are Reviewed by International President

by **DANIEL J. TOBIN**

do with the contract of the journal. The Board weighed carefully every angle of the situation, and after long deliberation made the above referred to, unanimous decision. We trust our membership will be pleased with our effort, as the journal is mailed free to the homes of all our members in good standing.

After many years as Chairman of the General Executive Board, in which I experienced many stormy meetings, I must say that the last meeting of the Board, held in the Stevens Hotel in Chicago on the last days of August, was the most harmonious and constructive meeting over which I ever presided.

Determination Pleasing

It was good to see how really determined every member of the Board was to fight to the very end for the jurisdictional rights and all other legal rights belonging to the Teamsters, as awarded lawfully by conventions of the American Federation of Labor. It was, also, pleasing to witness the pledges of loyalty and support to me in all my decisions and undertakings in the future, as in the past. Loyalty and support by the real men in our union is what has made this Teamsters Union what it is today, and certainly made me what I am. Without the Teamsters Union I would be nothing, and anyone of our

local officers or members that ever get it into their head that they are bigger than their union (this union of ours) are woefully mistaken.

Some swell-headed local officers in the past were afflicted with the disease and tried to injure the International by starting their own union in certain districts. They failed and came back crying and begging the International Union to forgive them. We did on their pledge to be careful in the future. The most of them kept that pledge. No group of self important dissenters ever deflated this International Union and they never will, no matter how much it costs in money or in broken bones. Thanks be to an "Allseeing Providence" we have no such hungry hounds in our leadership or membership of today.

Overwhelm Our Enemies

Unified, standing shoulder to shoulder and face to face we will go on building our union stronger and stronger until we overcome our enemies both within and without. As stated in the beginning of this article, this solidarity, this unity, this pledged determination was never more thoroughly exemplified than at the last meeting of the General Executive Board held in August in Chicago.

While in Chicago I addressed a meeting of the Joint Council.

Genial Frank Brown of Local No. 710 was in the Chair. What a wonderful meeting. The Ice Teamsters Hall was filled. Every seat taken. It was a special called meeting for the purpose of hearing the General Officers who were present.

General Secretary Treasurer, John F. English made a splendid instructive talk. He is always full of sound business and common sense.

Executive Vice President Dave Beck of Seattle told the story of the cause of the trouble in Seattle with the Machinists and the Retail Clerks and when he got through every delegate pledged their full support to the Seattle Joint Council, in its just and honest struggle to maintain the rights of the Teamsters in that whole Northwest district.

I followed and with difficulty found a few little things of interest to say to our most wonderful and well conducted delegates to the Chicago Joint Council.

First Radioisotope Shipment by Truck

For the first time since a nationwide isotope distribution program was begun at Oak Ridge, Tenn., National Laboratory, a shipment of radioisotopes has been made by motor freight. Almost 4,000 previous shipments of the radioactive materials had been made by plane and freight.

The first motor freight shipment consisted of one irradiated unit (65 millicuries) of Selenium 75 and was consigned to Don W. McCutcheon, head of the Applied Physics Division of the Ford Motor Co., in Detroit.

Regulations governing such motor freight shipments of isotopes were established earlier by the Interstate Commerce Commission.

Seek 'Causes' For Labor Peace

National Planning Association Urges Public to View Labor-Industry Harmony, 'For a Change'

A new approach to labor-management relations is being made by the National Planning Association, a non-profit, non-political organization established in 1934 to assist planning by Americans in agriculture, business, labor and the professions.

The NPA urges the public, for a change, to look at labor-management harmony and cites as typical of numerous American companies the 14 years of constructive industrial relations at the Crown Zellerbach Corp. and the Pacific Coast Pulp and Paper Industry.

Both businessmen and labor leaders plagued by industrial warfare can profit from the practical experience of companies and unions who have achieved constructive industrial peace, the NPA declares.

"Though such experience offers no single cure-all," the association declares, "one factor present in thousands of unpublicized cases is an active striving for peace by employers who believe in the principles and actual practice of true collective bargaining and by unions who accept private ownership and operation of industry."

The NPA conclusions were highlighted in a unanimous committee statement released on behalf of the Committee on the Causes of Industrial Peace Under Collective Bargaining.

Serving on the committee are 28 other leaders from business, labor and universities. The committee's analysis is the first in the NPA's three-year project on the Causes of Industrial Peace. Along with the committee, a staff of trained investigators has been working on the project since the Spring of 1947.

The report showed that the Crown Zellerbach firm and the Pacific Coast Association of Pulp and Paper

Manufacturers had dealt with two AFL unions representing their employees since 1934 without a work stoppage due to a labor dispute.

According to the NPA report, ideal labor relations were established between the unions and employers, in part, because:

The parties, in general, relied on themselves to settle controversies, not a third party.

The unions have felt institutionally secure from management attacks.

Negotiations have been conducted without undue delay.

The parties have shown disposition to discuss a wide range of subjects.

Contracts have been observed religiously by both parties.

Representatives of both sides have respected one another.

Workers have benefitted from good wages and security.

Low turnover and absenteeism.

'48 Truck Output Passes 1,000,000

A record peacetime truck and motor coach output is being reached this year. Truck output alone passed 1,000,000 units during September, and a total of over 1,300,000 truck and motor coach units will leave the assembly lines by the year's end.

However, the backlog of orders for light commercial trucks, has been barely scratched, even with this year's record production.

Market surveys have shown a decline in the demand for heavy trucks. The manufacturing industry expects to catch up with demands for medium-weight trucks in 1949, but it is doubtful if the backlog of orders of lightweight units will be filled before 1950.

N. Y. Terminal to Ease Traffic

RELIEF FROM mid-town traffic congestion in New York is promised through construction and operation of the city's first union truck terminal, scheduled for completion one year from this month.

The new truck terminal, a \$9,000,000 project, is being constructed by the Port of New York Authority. A similar-type project being built by the Authority is the Newark terminal, estimated at \$7,000,000, which promises to be the largest union motor-truck terminal in the world.

First of a Series

The Authority's new terminal, which has been called a "post office" for over-the-road motor freight, is the first of a series to be built. Located on the three square blocks between Spring and West Houston Streets and Greenwich and Washington Streets, the terminal will be 1,000 feet long and 160 feet wide. One half block north on West Houston Street a service and repair station will be built.

The terminal will have off-the-street bays for 144 trucks. The 800-by-80-foot freight platform will be equipped with an overhead chain

City's First Union Truck Terminal Scheduled To Be Completed in One Year; Structure Will Have Off-Street Bays for 144 Trucks

BY "TEAMSTER" STAFF WRITER

conveyor serving both sides of the island platform by means of platform trailers.

Several reasons have been advanced by the Port Authority to indicate ways in which the terminal will help relieve Manhattan traffic congestion. The Manhattan terminal, together with one previously authorized in New Jersey, will serve as break-up points for over-the-road units. At these "post offices" the

trucks will strip their loads, immediately re-load for a turn-around trip, without touching mid-town Manhattan.

On the platforms of the terminals, the mixed merchandise will be re-sorted mechanically and then loaded on a "mosquito" fleet of local pick-up and delivery trucks, each destined to a specific area or zone of the city. These trucks will make their pick-ups and return to the



Architect's drawing of Newark truck terminal.



This "motor freight post office" in New York will cost \$9 million.

terminal, where the mechanical re-sorting will take place and freight destined for motor-freight shipments loaded into the large over-the-road units.

According to the Authority's studies of the traffic problem, local (New York) fleets now operating at an estimated efficiency of 52 per cent, can operate at 95 per cent efficiency.

Another step in saving time and annoyance will be found in the plans for cutting down time spent on paper work. Under a new system to be put into operation by the Authority, all paper work can be completed in one hour while the physical handling of the load is going on at the truck terminals.

The New York and Newark terminals will effect enough relief in traffic congestion that approximately 25 per cent of the over-the-road trucks and 12 per cent of the smaller trucks which are causing the traffic congestions will be removed from the mid-town sections. Traffic relief will be given without cutting down the tonnage of motor trucking, it is said.

'Desperate Need'

Planning and construction of the New York and Newark terminals at a combined cost of \$16,000,000 is an effort to find an answer to what one official called the "desperate need for relief from traffic congestion in the metropolitan area."

Restrictions on truck traffic as a method of relieving congestion have been viewed as the wrong approach for settling the congestion problem. Hindering the flow of commerce in the port area, as one Port Authority official pointed out, would be like "hindering the goose that lays the golden egg."

The Newark terminal will be 1,158 feet long and 200 feet wide and will occupy a 29-acre site south of Ruppert Stadium, adjacent to northbound and southbound Routes 1 and 25, and directly accessible to all main truck routes. A mainte-

nance and repair station will also be located at the terminal site.

The terminal will be a two-story structure with space on the north side of the site reserved for parking tractor-trailer units and local trucks. The area will accommodate 151 vehicles.

Off-the-street bays for 160 trucks will be provided in the terminal and the freight platform, 1,000 feet by 100 feet, will be equipped with an overhead chain conveyer serving both sides of the island platform by means of platform trailers.

Motor-Freight Increases

Traffic congestion in northern New Jersey will be reduced by the terminal facilities, since the system of unloading long-haul units and re-sorting of freight for delivery by the smaller local fleets similar to the New York system will be provided.

Since the authorization of the new truck terminals in 1944 and 1945, motor-freight commerce has grown sharply, with over-the-road merchandise motor freight leaping ahead by 35 per cent. The planning, design and operation of the terminals, the Port Authority believes, will make them the model for future truck terminals in other metropolitan centers of the United States.

July Truck Tonnage Analyzed by ATA

Freight volume by motor carriers in July increased 10.6 per cent over the volume of July, 1947, but showed a 6 per cent decline from June of this year, according to the department of research of the American Trucking Associations, Inc.

The ATA reported that 307 carriers in 43 states transported a total of 2,765,313 tons in July, compared to 2,941,834 tons in June. In July, 1947, they moved 2,501,288 tons.

Transportation of petroleum products, which accounted for about 11 per cent of the total tonnage, showed increases of 5.3 per cent

over June and 13.4 per cent over July, 1947.

Iron and steel carriers hauled about 3 per cent of the total tonnage. Their volume represented a 2 per cent advance over June and a 40.7 boost over July, 1947.

Figures by Regions

Miscellaneous commodities, such as household goods, textiles, groceries, chemicals, meats, coal, explosives, paper, heavy machinery, agricultural, tobacco, wood, motor vehicles and motor vehicle parts accounted for 5 per cent of the total tonnage. Freight volume in this class declined 1.6 per cent below June, but increased 8 per cent over July, 1947.

Carriers in the Southern Region, while showing a larger increase over July, 1947, volume, reported a smaller decrease from June levels. Their increase over July of last year was 16 per cent, and their decline from June was listed at 4.1 per cent.

In the Eastern district, carriers reported an 8.1 per cent decrease from June, and a 9 per cent increase over July, 1947.

Learn To Manage Men, Business Told

"Come out from behind the big desk and find out what's going on down in the plant," Morris Sayre, president of the National Association of Manufacturers, has urged businessmen.

Addressing 700 industrialists from Illinois, Iowa and Indiana, Sayre said if businessmen learn to "manage men" as well as they do plants, they can do a lot to help suppress Communism in this country.

Sayre, apparently recognizing that many industrialists have been lacking in leadership, said successful management of men would do more to "kill off Communism in this country than all the anti-Communists' oaths, Congressional investigations and deportation proceedings put together."



CIO Urged to Quit Red-Dominated WFTU

The following editorial is from the *Boston Herald*:

The World Federation of Trade Unions has an affiliation of 78 national trade union organizations representing a membership of 71,500,000 workers in 60 countries. It has long been suspected of Communist domination. It opens its meetings with the singing of the "Internationale," it has backed forced labor in the Ruhr mines, and it fought the Marshall Plan until the American CIO threatened to leave.

But through all of this the CIO has maintained its affiliation. Philip Murray, who has been quick to denounce the communistic line of Henry Wallace, still fails to recognize any contradiction in his alliance with the still redder WFTU. And James B. Carey, secretary-treasurer of the CIO, who boldly denounced the left-wing leadership of the United Electrical Workers at a Congressional hearing, plans to sail next week for the Paris meeting of the WFTU executive bureau.

This schizoid behavior of striking at communism in some areas of labor organization and condoning it in another might be pardoned on the somewhat thin assumption that the character of the WFTU leadership is in doubt. But something has happened to remove even that alibi.

Arthur Deakin, president of the WFTU, has declared quite flatly that the organization has been captured by the Communies. And who should be better qualified to assay the WFTU than the top official? Deakin, who is a British labor leader, told the Trades Union Congress that the WFTU agents are even now fomenting trouble in Asia and Africa.

The question arises, what is the CIO going to do about it? Is it going to continue its affiliation with the WFTU now that its sinister character is clear, in the feeble hope that it can be reformed from within? Or is it going to take the step that a representative of free labor ought to take, and get out?

The attempt to reconcile the divergent aims of totalitarian labor and free labor

is rather hopeless, anyhow. But when the Soviet undertakes to use this combination of incompatibles to promote Russian imperialism, then the business becomes simply fantastic. The CIO, in continuing its affiliation, merely confers a cloak of semi-respectability to what is really becoming a secondary Comintern. It can serve both labor and the West by getting out.

'Tobin Eludes Tobin' In Political Race

The following editorial is from the *Boston Herald*:

Dan Tobin of the Teamsters' Union, political mentor for a million members, is out foursquare for no one in the Presidential campaign, and the news is so momentous that it had a conspicuous place on page one of the *New York Times*. The union's general executive board is leaving with the various locals the decision whether to support Truman, Dewey, Wallace or Thurmond. For once a big labor organization is not taking sides.

This is a blow to President Truman, who is going right down the line in trying to woo labor, and to his new Secretary of Labor, Boston's own Maurice Tobin, who was supposed to lure the wavering Dan back into the Democratic ranks, where during the entire Franklin Roosevelt era he marched. The President has offered the repeal of the Taft-Hartley Act, a high minimum wage, price control, and freedom from a Republican "era of fear," but still Dan has turned a deaf ear.

Dan is not suddenly become a crusader for the non-partisanship of labor. He isn't leaving the choice to the locals because he cherishes an ideal of local selection of candidates. He is too smart a labor leader to renounce the ability, real or claimed, to deliver a million votes. He just doesn't like the leaders of either major party, nor Wallace, either. He said so last June.

Mr. Truman is acting in the belief that the national labor leaders can sway the working-class vote. President Green

of the AFL talks glibly of influencing 25,000,000 to 30,000,000 ballots in November. But actually the rank and file of working men do a lot of their own thinking, as the Massachusetts vote on the Barnes bills showed a couple of years ago.

At least Dan is being courageously independent. If he doesn't like Truman, he doesn't like him. He declines to come penitently back, like A. F. Whitney of the trainmen, who couldn't say enough bad for the President in 1946 but a year later was a supporter once more. Dan knows that in this laboristic society the head of a union of a million men is a political price, beholden to no candidate.

Motor Fuel Blended From Water Sought

"Don't look now at the filling station for a motor fuel made from air and water," advises the *Denver Post*, "but the Navy is working on the stuff."

The new fuel is called hydrozine. Rear Admiral Thorvald A. Solberg, chief of the Naval Research Office, has said it is a simple compound of hydrogen and nitrogen, the *Post* reports.

"Two-thirds of all water is hydrogen and four-fifths of all the air is nitrogen—by volume, that is," the newspaper explains. "Air and water are 'free,' yet we can't get something for nothing. The trick lies in combining the hydrogen and nitrogen. How that's done is a military secret, but this much is not secret—it takes energy to do it."

The *Post* raises the question of whether atomic energy will do the trick.

Hydrogen is one of the hottest fuels known, says the *Post*, and also the world's lightest gas.

If we tried to use it as automobile fuel, the gas tank would be bigger than the car."

But, combined with nitrogen to form hydrozine, it shrinks.

The Germans were trying to make such a fuel, but failed before losing the war. The Navy has the German formulas and is tossing in some of its own, according to the *Post*.

Along the SANTA FE Trail



BY "TEAMSTER" STAFF WRITER

FEW ROUTES in North America have the colorful history of the Old Santa Fe Trail.

This trail is one of the oldest in the continent, a part of which at least is believed to have been in use centuries before Columbus discovered America.

The Santa Fe Trail extended from Independence, Mo., some 800 miles west and southwest into Santa Fe, N. Mex., striking across Kansas and winding into Colorado before dropping south through Raton Pass to the Indian country.

U. S. 50 Follows Route

The route most nearly approximating the old Santa Fe Trail begins at Independence, Mo., follows present day U. S. 50 north out of Kansas City, west and southward through Olathe, Burlingame, Council Grove, Lyons, Great Bend, Larned and Dodge City. Here the trail divides into alternative routes—the Mountain Route and the Desert Route. The former continues on what we now know as U. S. 50 to Garden City, Syracuse, Kansas and into the state of Colorado into Lamar, Las Animas and La Junta. Here the trail continues down U. S. 85 to Las Vegas where it dips sharply south and thence westward to Santa Fe.

The Desert Route is not nearly so well defined in terms of major

U. S. highways. Roughly speaking, the southern route forked off from the northern way at Cimarron Crossing and followed generally what is now Kansas State Route 45 and thence through the Oklahoma Panhandle into the northeastern part of New Mexico, joining the northern route at Wagon Mound.

For centuries this route has been the road of traders. Today over-the-road motor freight hauls the goods and products of the section—grain, livestock, petroleum products, minerals, manufactured goods.



"Madonna of the Trail," a memorial to the pioneer mothers of the covered-wagon days, marks the route of the Santa Fe.

The freighters today are doing what their forerunners did hundreds of years ago when much of this same highway was known as the "Mexican Trace."

The Santa Fe Trail has been a traders' road. People have travelled it in the interest of exchanging goods for centuries. The trails with which we are familiar in our knowledge of American history were designed as routes westward. The Oregon trail took settlers to the Pacific Northwest. The Mormon Route took the Latter Day Saints to their new settlement in Utah. The other trails were primarily—certainly in their early periods—trails for the great westward tide of emigration.

Was Indian Pathway

The Santa Fe Trail on the other hand was a route where men came and went traversing to trade. The Indians used the trail long before the white man discovered or explored the Southwest. The Spanish settlers used the trail to bring goods from that colorful section of the Southwest up the trail. The fact that it was much nearer Missouri than Mexico City where the goods of civilization could be had in exchange for the products of the Southwest favored using the trail eastward toward Independence.

Captain William Becknell has

been called the "father of the Santa Fe Trail" because it was he who first opened in 1821 the trade possibilities for Americans. Stanley Vestal, one of our most famous contemporary writers and historians, says that he was the first to prove that wagons could roll on the Santa Fe.

Pike First Peeked

Another figure whose name is remembered perhaps better than that of Becknell is Zebulon Pike, for it was on the Santa Fe Trail that Lieutenant Pike first saw Pike's Peak.

One of the most colorful cities in the American Southwest was Dodge City, Kans. Today a busy and modern city, it has been glorified in more than one motion picture. Dodge City was in the center of the buffalo country. In the last century buffalo were slain with a great waste of game resource, and after the buffalo were gone Dodge City became known as the "Cowboy Capital." Here the great herds of cattle were driven north over the Chisholm Trail to Dodge City and thence shipped eastward by rail. Here Boot Hill Cemetery is located—it was used for those in the flaming days of the Old West who died with their boots on.

Here, too, were famous peace officers whose names have come down as symbols of law and order



"Prairie Schooners at the Dock" is the title of this old print depicting "teamsters" of an earlier day at the start of the Santa Fe Trail.

in the Wild West—Wyatt Earp, Luke Short, Mysterious Dave Mather and others.

The story of the Santa Fe Trail is interwoven with the history of our relations with Mexico and the struggle for freedom of the republic, later the state of Texas. The Mexicans and the Texans, during the period of Texan independence, both claimed territory east of the Rio Grande. A Texas Santa Fe expedition in 1841 sent out by the President of Texas to enforce its claims met with disaster. They

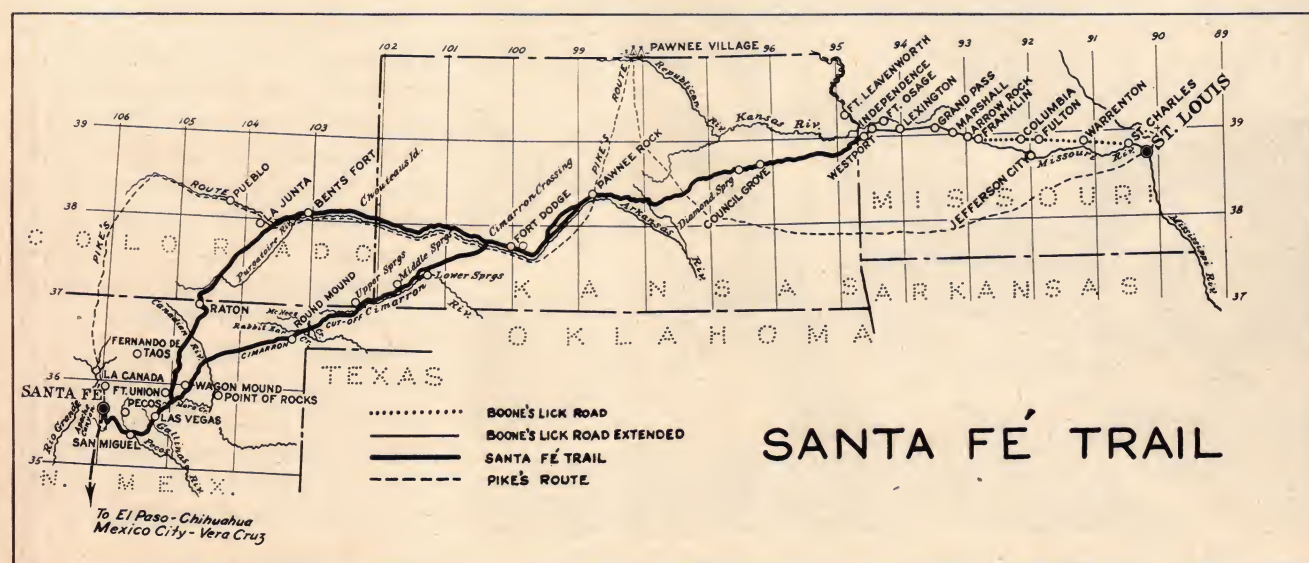
were captured and, according to historians, brutalized. The trail was closed to traffic in 1843 for a time, but soon opened.

After the annexation of the Lone Star State, the problem of enforcing territorial claims came up again. The New Mexicans unwisely attacked U. S. troops and the Federal Government sent armies into the West to subdue the upstarts.

The Army of the West was under the command of General Stephen Watts Kearny. Fort Kearny was named for this colorful old Indian fighter and pioneer and last month

All photos from
Public Roads Administration

(Continued on page 32)



Teamsters' War Role Reviewed

A COMPARATIVELY few bullets had been fired when a fighting American admiral put in crude but effective language the basic rule of strategy which, to a great extent, determined the outcome of World War II.

"Get there fustest with the mostest," he advised.

Whether the "mostest" was destroyers or rifles, tanks or candy bars, it was important to "deliver the goods" faster than the enemy. In a conflict spread over so much of the globe, movement of men and materials was a top problem.

Supplies Are Vital

Many heroes—although nobody called them that—were born during the solving of that key problem. Among them were the truck drivers.

No army can travel faster than its supplies. To keep Allied forces moving, American drivers roared their trucks through all kinds of battle hell over roads which would have shaken weaker men's ribs apart.

Without the truck drivers of World War II, not a shot could have been fired. If a truck broke down

Through Man-Made Hell of Bombs, Bullets, Truck Drivers of World War II Helped Allies Get There 'Fustest with Mostest'

BY "TEAMSTER" STAFF WRITER

or if a trucker failed to get through, death, defeat and disaster were the results. The big push of the Nazis in the Battle of the Bulge was only one of the more dramatic episodes where the guts of truckers made it possible to turn back their attacks.

It was estimated that a push by American forces would necessitate the support of the Armies by as many as 80 truck companies, with the equivalent lift of 110 2½-ton trucks. Equipment used during the emergency consisted of 2½-ton standard trucks and 10-ton semi-trailers with ¾-ton truck tractors attached. The 10-ton semis emerged from the battle with their reputations as good all-around utility trucks well established.

The trailers were equipped with sides and used to rush troops where needed. As many as 60 men were jammed into them and rushed to critical points to hold back the Nazi

thrusts. They also hauled ammunition and supplies. A total of 104 10-ton semis were diverted from the American, British and Canadian (ABC) motor route to meet these priority moves.

Gasoline was a precious fluid in those days. Lack of it would stop the trucks. If the trucks stopped, men and ammunition and food to feed them while they fired the ammo would also stop. At Rouen there had been established a gas dump for cargo trucks. About 200,000 gallons were being supplied to decanting points in the Rheims sector. The Nazis got the range of the dump and began lobbing fly-bombs at it. Battling through flying debris and flaming gasoline, the truckers evacuated 400,000 precious gallons of aviation gasoline from the dumps.

A Bomb-side Report

One of the truckers there that hellish day was George C. Nicholson of Huddleston, Va. Here is his story:

"I was standing on the fender of my truck, just getting ready to mount into the cab when the bomb went off. I don't mind telling you, I got a headache from it. It was about 100 yards away and killed a lot of civilians. The debris flew high all around. The concussion threw me to the ground. They took me to an aid station, but I didn't stay."

Huddleston's escape was only one of the many narrow escapes that truckers had during the war. Many people standing as far away as 200 yards were killed by the blast which he escaped with minor injuries.

(Continued on page 30)



Many a trucker died; an unsung hero who gave his life for others.

TEAMSTER'S Annual Fishing Derby



LEFT: The lucky winner was Lloyd Born, who displays his prized catch to Jo-Jo White, official judge.

BELOW: The fleet's out. Here's part of the fleet on Elliott Bay fishing for fun and glory.



While thousands of people swarmed along the shores at the boat houses on Puget Sound, in Seattle, as the sun crept over the horizon on the morning of Sunday, September 12, some 1,200 union teamsters and their guests set forth upon the waters in search of big fish in the Fourth Annual Teamster Salmon Derby. A radio station sent out an observer and broadcast a fish-by-fish account of the contest, and the newsreel photographers were also on the job. It was the biggest one-day Salmon Derby yet put on by the teamsters and one of the most successful, for the fish were biting—and how.

The first prize went to the guest of a teamster who caught a salmon which tipped the scales at slightly less than 30 pounds, and that is a reasonably sized catch in anybody's language. The first half a dozen caught were all big ones. Teamsters ran away with only about a fourth of the prizes, however; their guests snagged the rest. Snagged is right, for the first-prize winner snagged his big one and landed it.

The Teamster Salmon Derby on Puget Sound, sponsored by Joint Council No. 28, is one of the summer sports events which fishermen look forward to each year. It is a growing attraction. Last year a number of eastern teamsters, re-



ABOVE: A group of top winners, front row (left to right): Lloyd Born, George Collins, Harry Schuck, Bill Clark. Back row: Mike Corcoran, D. C. Bulle, C. B. Newby, Tom Lomax and Arthur Broome.

LEFT: The check-up just before H-Hour.

turning home from the International convention in San Francisco participated. This year teamsters came for more than 250 miles to compete. A wide range of prizes running from fine radio combinations, refrigerators and ranges, down to fishing equipment, is given away—all financed by entry fees and the Joint Council.

Other joint councils or locals

might find it a good recreational and public relations plan to borrow the "fish derby" plan. Rockfish derbies in East Coast Bay areas and green trout contests in the South would be popular. Already the Washington Teamsters are planning their 1949 contest, and the chairman of the event predicts at least 1000 Teamsters will "take over the whole bay" when next year's salmon chase begins.

Teamsters, if you can make it, come out to Seattle next year and catch yourself a big salmon! All union teamsters welcome!

Relax WITH US

Paneful Crime

Sherlock, the famed detective, arrived on the scene of the crime. "Heavens!" he said, "this is more serious than I figured. This window is broken on both sides."

★

Exceptional Private

The sergeant strode into the barracks and shouted, "O. K. you lazy *&Q! **'s hop to and fall in."

The soldiers grabbed their hats and lined up—all except one, who lay on his bunk blowing smoke rings.

"Well," roared the sergeant.

"Well," said the soldier, tapping the ashes off his cigar, "there certainly were a lot of them, weren't there?"

★

Ticklish Question

An elderly woman visiting the zoo wanted to ride a camel. The keeper hoisted her up but was unable to make the camel move.

At last the lady dismounted and started to pet it. Suddenly it went running off as fast as it could. The keeper turned to the old lady.

"Madam," he said, "what did you do to him?"

"I tickled him," she replied.

"Well," said the keeper, "you'd better tickle me. I've got to catch him."

★

That Lush Climate

W. C. Field was an onlooker in a movie studio, where Clark Gable bravely shot a tiger hidden in the branches of a tree. With a kerplunk, a stuffed

tiger fell to the ground and flopped there with all four legs pointing rigidly skyward. Knowing that this was done to save on expenses, W. C. Fields turned to the director and said, consolingly:

"Don't let that worry you. You can explain that rigor mortis sets in fast in the tropics!"

★

Height of Comfort

Then there was the rich old gentleman sitting in his wheelchair beside an open window as a slick chick walked by, displaying a comely figure.

"Quick, Jenkins," called the old gentleman to his valet. "Bring me my teeth, I want to whistle."

★

100% Effective

Girl: "I want some real kissproof lipstick."

Clerk: "Try this. It's a cross between an onion and a bichloride of mercury."

★

Disillusioned Gent

"What is a chain store?"

"I suppose it is a place where you buy a marriage license."

★

Joke a la 1880

"When is the only time a woman is justified in spitting in a man's face?"

"When his moustache is on fire."

★

Holding His Notes

Ouch: "I've been singing ever since I was two years old."

Grouch: "No wonder you're hoarse."

Role of Teamsters In War Reviewed

(Continued from page 28)

He said rockets and fly-bombs were "hard on the nerves." Hard on the nerves they may have been, but it took a direct hit or a near-miss to put the truckers out of commission. Take the experience of Corporal John Kates of Vanceburg, Ky. All his life he had lived on the High River in rural Kentucky. Since he was 18 he had worked for the U. S. Engineers Department and today, his Army stint over, the 29-year-old veteran logs the height of his familiar High River.

But during the fighting he was a trucker, and his route went into Antwerp at a time when Antwerp was a busy Allied port within V-bomb range of the Germans. They lobbed them in until Antwerp was a raging hell. Nevertheless, the trucks kept rolling through the debris-littered streets. Truckers stayed at their wheels while civilians cowered in none-too-safe cellars.

In the fall of '44 he was wheeling a load of food out of Antwerp, headed for the front. He was driving a 10-ton semi. Suddenly, directly before him, the walls of a building bulged outward and bodies began to rise backward into the air. The blast and concussion whipped around him and the truck shivered under the impact. Pieces of brickbats and debris rained down on the cab as Kates braked to a halt. It was another V-bomb. The trucks behind him began to inch backward, and Kates followed suit. They detoured around the demolished building with its broken, bleeding bodies within the ruins, little thought being given to the fact that half a block farther would have meant death for some of them, certainly for Kates.

Today many of those war-time truck drivers continue to highball along the highways of America. Many of them are still associated with the Army, either in National Guard outfits or in other manners.



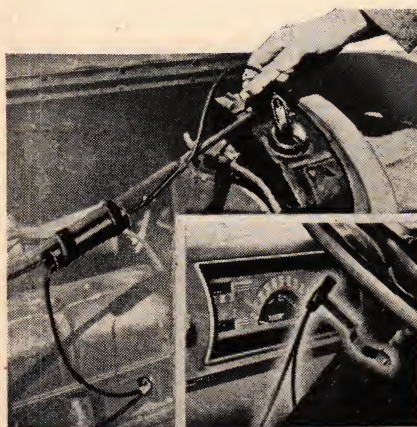
"We've been following you for three hours because we heard truck drivers know the best places to eat!"



Water Level Indicator Gives Automatic Warning

Recently, the Society of Automotive Engineers cited the need for a device which would indicate low-water levels in radiators to drivers. Such an instrument now is on the market.

The radiator probe (note photo) complete with the proper size radiator cap is adjustable to warn at any desired level of the radiator fluid. Energy for operation of the device is obtained from the unused, high frequency energy around one spark plug and is taken by means of a simple clip fastener on a spark plug.



Anti-freezes and other cold weather fluids do not impair operation of the indicator. When the fluid level drops below the probe, a flashing neon light in the driver's compartment warns him of the low level. The unit requires no maintenance and automatically checks itself by blinking until the engine is warm.

Installation is very simple, requiring only about 15 minutes.

Water Unloader is Aid To Compressor Tank

A fully automatic water unloader which removes all water and oil from the air compressor tank has been announced by a Los Angeles manufacturer.

Designed to fit any electrically-operated air compressor which is equipped with a centrifugal or magnetic unloader, the Lansdale Water Unloader eliminates manual draining of tank by automatically drawing off the water and oil as it collects.

As a means of filtering out particles of rust and dirt and preventing possible damage to the unloading mechanism, the unloader has a wire mesh screen inserted ahead of the mechanism. The device is easily installed.



Fork Truck Incorporates Safety, Load Features

A new type fork truck with a capacity of 2000 pounds with a 48-inch long load has been introduced. With a full load, the electric-powered truck has a travel speed of five and one-quarter miles per hour (30 volts) and a hoist speed of 28 feet per minute (up) and 45 feet per minute (down).

The hoist unit operates by double, low pressure hydraulic cylinders. The truck has contactor control with four speeds forward and four reverse. The speed lever is operated by a foot accelerator pedal located on the floor of the truck. The reversing handle indicates the direction of travel and there can be no travel motion until the direction lever is in a forward or reverse position. Reversal of direction of travel is possible only when speed lever is first brought back to a neutral position.

The truck has single-adjustment brake shoes, operated by automobile-type brake pedal, cam-actuated transmission brake, five-by-three-inch brake drum mounted on driving worm. Parking ratchet lock is on pedal.



Motor Analyzer Meets Needs of Small Shops

A new utility motor analyzer has been designed to meet the needs of smaller shops that cannot justify an investment in deluxe equipment. Savings have been effected through low cost cabinet construction at no sacrifice in performance or versatility, it is stated.

The motor analyzer performs all essential tests of the battery, generator and starter as well as complete starting, lighting, ignition and compression systems. It is reported unusual stability is maintained by locating the six-volt battery, which supplies operating power, in the base of the motor analyzer.

The synchrograph, it is stated, performs complete distributor analysis including tests for cam angle, point condition, breaker plate wear, poor insulation, worn cam, shaft or bushing wear, centrifugal advance, vacuum advance, synchronization, etc.

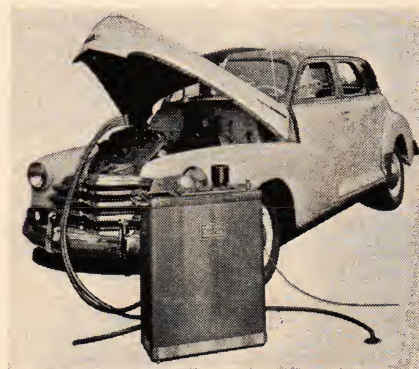


Both units include large storage compartments for instruction manuals and test leads. Finished in red and black baked enamel and equipped with swivel type castors with locking brakes, the highly mobile cabinets combine modern styling with durable, welded steel construction.



New Pump Unit Flushes Rust From Radiators

Preventive cooling system maintenance has been given a boost by the recent introduction of a new pump unit with special chemical cleaning agent for loosening and flushing rust, scale and deposits from inner surfaces of radiator tubes, water jackets and hot-water heater.



Some experts estimate that prevention of rust and corrosion will double engine life. According to the manufacturers of the new pump unit, its use will go a long way toward blocking such rust and corrosion.

SCIENCE SHORTS



American motor vehicles require about 20,000 tons of steel every year for license plates.



Every square mile of the United States receives the heat equivalent of over 170,000 tons of coal from the sun during a growing season.



Rabbit raising to increase the meat supply is recommended by government officials. Young rabbits are ready to use as food at from eight to twelve weeks of age.



Blossoms on a fruit tree do not necessarily mean that the tree will bear fruit. The blossoms must be fertilized with pollen carried from one blossom to another, usually by bees and other flying insects.



Industrial applications of atomic power, such as released by the fission of uranium, will probably be very limited because uranium is a very rare element in the crust of the earth. Thorium, which is also fissionable, is likewise rare.



Brevity is the principal reason the British-developed effective insecticide known chemically as hexachlorocyclohexane is called 666. The short name comes from the fact that each of its molecules contains six atoms of carbon, six of hydrogen and six of chlorine.



Copra, rich in oil, is the dried kernel of the coconut.



Most grasshoppers lay their eggs in summer. The eggs keep through the winter and hatch in the spring.



Consolidation of city and county health facilities gives residents better medical services, it is claimed in localities where tried.



The government has listed some 57 jobs which airplanes are doing in addition to their usual uses. These jobs range from aerial surveys to cattle round-ups.



The blight that killed all American chestnut trees in the eastern states early

in the present century came to this country on Japanese nursery stock during the 1890's.



The scientific method of sponging out a stain in clothing is to work from the under side of the fabric whenever possible; the cleaning fluid then washes off the stain instead of driving it through or into the cloth.



Silicates of soda have been used for many years in boiler water to prevent the formation of scale in the tubes. Their chief function is to cause the solids in the water to precipitate in a fluffy condition so that they can be blown out.



Some 250 scheduled airlines are in operation in the world.



Telephone wires hum, not because they are carrying electricity, but because the wind vibrates them.



More civil aircraft are registered in Alaska in proportion to its population than in any other state, territory or country in the world.



It takes about an acre of sweet clover for each strong, healthy hive of bees.

Colorful History Of Santa Fe Trail

(Continued from page 27)

the United States Government issued a commemorative postage stamp honoring the old fort.

As Kearny advanced westward threats were made by the New Mexicans and it appeared as if it would be a difficult job to subdue the natives. But aided by a trader, an American fluent in the Spanish language, who persuaded the New Mexicans that their welfare lay with the U. S., the Federal troops marched in and took over Santa Fe without firing a shot. On August 18, 1846, the Stars and Stripes flew over the Governor's Palace.

After New Mexico became part of the United States, travel over the Santa Fe Trail increased. Harassed by warlike plains Indians, emigrants found travel often a hazardous business. Kit Carson, the famous scout, led expeditions, but even his magic presence was not always insurance against loss.

Vestal, western writer, says that Alexander Majors was one of the great overland freighters of the period. He trained his bullwackers so well that they could yoke six pair of oxen in about 15 minutes. Moreover, Majors was a religiously inclined man. His teamsters were each given a Bible and had to take an oath "not to swear, not to drink, not to abuse his animals and to behave at all times like a gentleman—or take his discharge."

Teamster traffic was heavy in the old trail until the advent of the Iron Horse and with the coming of the Santa Fe Railroad in 1880 highway freight traffic dropped off heavily.

Today truck traffic rolls over the highway which once resounded with the crack of the bullwhip and the songs of the pioneers. The purpose, however, is the same—to trade and travel for of all of America's highways the Old Santa Fe is one of the outstanding examples of trade following the trail.

**Join the
ELECTION DAY
PARADE**



**VOTE
NOV. 2**

... make his care
CERTAIN!

Give..

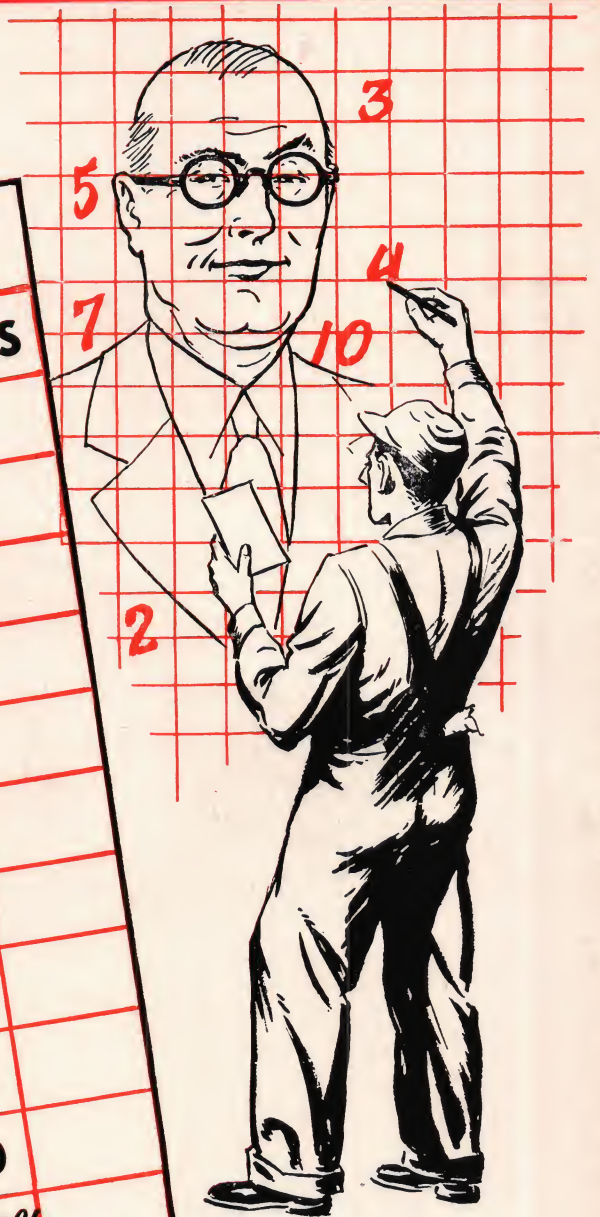
**Give
enough!**

**THROUGH YOUR
COMMUNITY CHEST**



RATE *Your* CANDIDATE!

The following are ten of the most important issues before the country. How your political candidate rates on these will determine for you whether or not he will make a fair, proper, and progressive official. Check each issue and add up the percentages. If he votes "yes" on all, he is a 100 per cent candidate.



CHECK LIST			
No.	QUESTION	%	YES
1	Does he favor repeal of the TAFT-HARTLEY law?	10	
2	Does he favor removal of WEIGHT RESTRICTIONS on intrastate commerce?	10	
3	Is he for the ANTI-INFLATION program to beat the high cost of living?	10	
4	Does he favor a decent HOUSING bill?	10	
5	Does he favor a decent TAX BILL?	10	
6	Will he support a higher MINIMUM WAGE?	10	
7	Does he favor HEALTH INSURANCE?	10	
8	Does he support the EUROPEAN RECOVERY PROGRAM (ECA)?	10	
9	Does he favor FEDERAL AID TO EDUCATION?	10	
10	Does he favor broadening SOCIAL SECURITY?	10	
Total		100%	

Congress won't change because we plead, threaten, or defy it. It will only change when we send new faces to Congress. We must seriously analyze and rate each candidate before we vote.

RATE RIGHT - VOTE RIGHT